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**NORTH ROCKLIN CIRCULATION ELEMENT
AND TRAFFIC STUDY**

NOVEMBER 1994

**CITY OF ROCKLIN
COMMUNITY DEVELOPMENT DEPARTMENT**

RESOLUTION NO. 94-269

RESOLUTION OF THE CITY COUNCIL OF THE CITY
OF ROCKLIN APPROVING AN AMENDMENT TO THE
CIRCULATION ELEMENT OF THE GENERAL PLAN
(NORTH ROCKLIN CIRCULATION ELEMENT)
(GPA-93-03)

The City Council of the City of Rocklin does resolve as follows:

Section 1. An environmental impact report for this project has been certified.

Section 2. The City Council of the City of Rocklin finds and determines that:

A. The City Council has considered the effect of the approval of this General Plan Circulation Element Amendment (GPA-93-03) on the housing needs of the region, and balanced those needs against the public service needs of its residents and available fiscal and environmental resources.

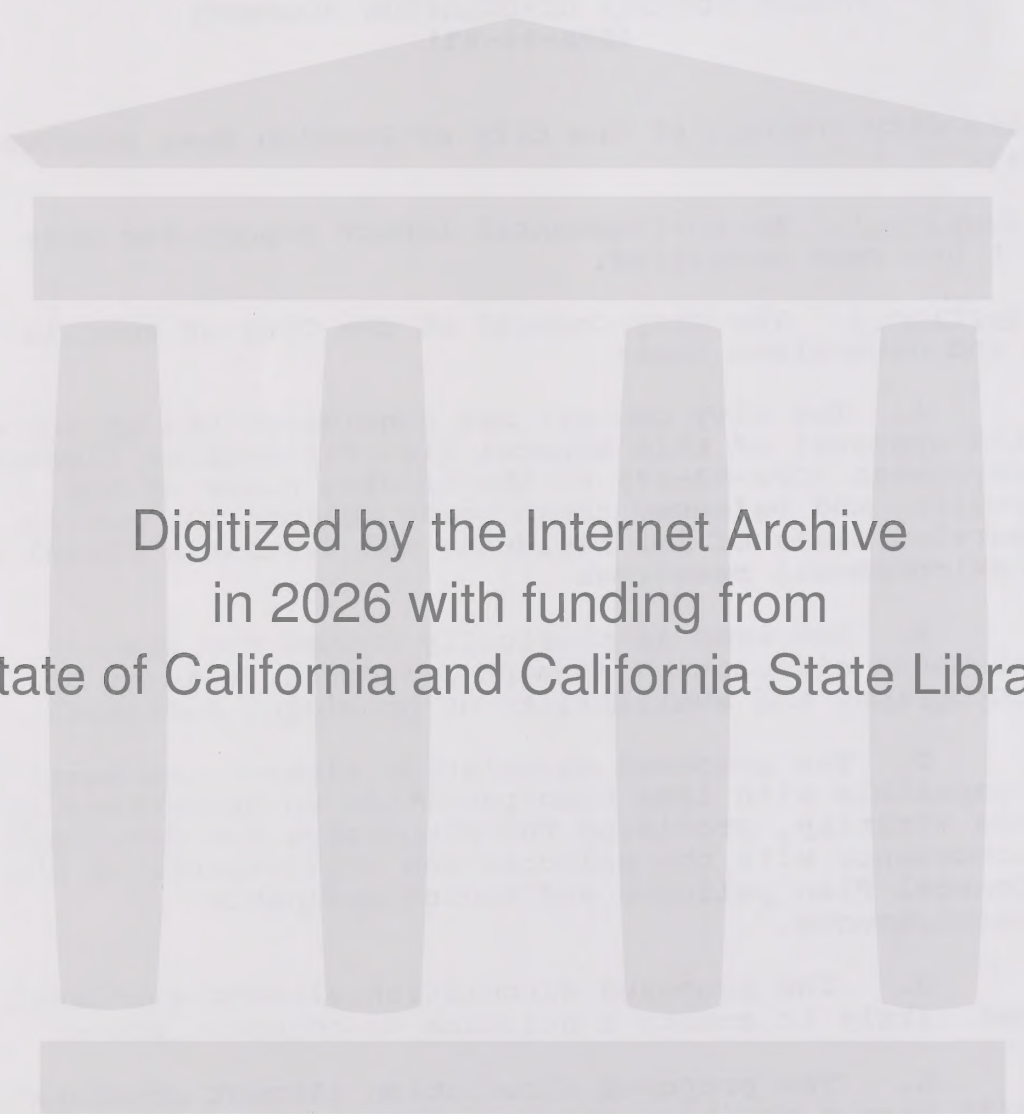
B. The area is physically suited for the proposed circulation element amendment in terms of topography and availability of providing services.

C. The proposed circulation element amendment is compatible with land uses permitted on properties in the vicinity, providing the properties are developed in accordance with the policies and requirements of the General Plan policies and zoning ordinance requirements.

D. The proposed circulation element amendment is not likely to create a nuisance to adjacent areas.

E. The proposed circulation element amendment will have a positive effect upon existing and proposed traffic patterns, and city policies regulating street improvements will be imposed on the property.

F. The proposed circulation element amendment is consistent with the other elements of the current Rocklin General Plan, and policies related to the development of the Rocklin area and the South Placer region.



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Section 3. For any public or private project that implements all or a portion of the policies identified in the North Rocklin Circulation Element amendment, the City of Rocklin or the private project applicant shall prepare and implement a monitoring program using the forms approved by City Council Resolution 90-316.

Section 4. The City Council hereby approves the North Rocklin Circulation Element Amendment GPA-93-03, amending the Circulation Element of the Rocklin General Plan, dated April 1991, as identified in Exhibit A, attached and incorporated herein.

PASSED AND ADOPTED this 8th day of November, 1994 , by the following roll call vote:

AYES: Council Members: Lund, Dominguez, Huson

NOES: Council Members: None

ABSENT: Council Members: None

ABSTAIN: Council Members: Yorde, Magnuson

Maria G. Huson
Vice Mayor

ATTEST:

Loei
City Clerk

The foregoing instrument is a correct copy of the original document on file in this office.

Attest: Loei
City Clerk, City of Rocklin

TAR/gbl
e:\clerk\reso\gpa9303b

EXHIBIT A

North Rocklin Circulation Element Amendment (GPA-93-03)

1. Chapter IVC2b. of the Rocklin General Plan (April 1991) is amended to read as follows:

b. Arterial and Collector Streets

Future development in the City will require that additions be made to the system of arterials and collectors which presently serve the City. The exact timing of these additions depends upon the pace of growth and development approvals. Likewise, detailed designs for arterials and collectors, intersections, and other configurations must wait for specific development plans.

Future arterials which are proposed at this time include West Oaks Boulevard, Blue Oaks Boulevard, portions of Park Drive, Stanford Ranch Road, Lonetree Boulevard, Sioux Street, and North Whitney Boulevard. Future collectors include Crest Drive, Woodside Drive, Rocklin Road from Fifth Street to Whitney Boulevard, the extension of those portions of Park Drive not constructed as an arterial, the extension of Argonaut Drive east to Delmar Avenue (with a grade separated crossing over the existing railroad tracks), extension of Dominguez Road easterly over I-80 to Sierra College Boulevard, the extension of Granite Drive easterly from Sierra College Boulevard over I-80, and the One-Way Couplet along Railroad Avenue.

2. Chapter IVC2e. of the Rocklin General Plan (April 1991) is amended to read as follows:

e. Railroads

It is possible that railroad activity could increase with longer trains or more trains being scheduled on a 24-hour basis. The increase in activity could result in longer delays. Grade separations will be strongly encouraged in new developments. In particular, a grade separation is designated at or near the extension of Argonaut Avenue easterly over the existing eastbound Southern Pacific Railroad tracks.

3. Chapter IVC2i. is added to the Rocklin General Plan (April 1991) to read as follows:

i. North Rocklin Circulation Study

In October 1992, the Rocklin City Council commissioned the North Rocklin Circulation and Traffic Study. The goal of that study was to identify needed changes to the circulation system for northern areas of the Rocklin General Plan to accommodate anticipated development. The study addressed the northern portions of Rocklin generally bounded by I-80 to the south, Highway 65 to the west, and the City of Rocklin Sphere of Influence (planning area) boundaries to the north and east.

As a result of the study, the North Rocklin Circulation Element amendment to the Rocklin General Plan (GPA-93-03) was initiated to resolve problematic traffic areas which could occur with anticipated development under the Rocklin General Plan by the year 2020; and to provide right-of-way for potential roadway needs in the northern areas which could develop at higher levels than currently anticipated to occur by the year 2020.

The North Rocklin Circulation Element Amendment consist of two parts: The Base Circulation Plan for the year 2020, and the Long-Range Planning Options. The Base Circulation Plan includes all of the roadway improvement projects that were already in the Rocklin Circulation Element, plus additional roadway improvement projects as identified below. In addition to the Base Circulation Plan, the Long-Range Planning Options are included to allow the City of Rocklin the flexibility to consider future densities in its planning reserves as well as allowing for possible roadways that may be needed beyond the year 2020 horizon. Right-of-ways for the Long-Range Planning Options, as well as actual construction of some of the roadways, could occur prior to the year 2020 as properties adjacent to these roadways are proposed for development.

The roadway improvements added to the Circulation Element of the Rocklin General Plan as a result of the North Rocklin Circulation Element Amendment are as follows:

IMPROVEMENT 1 - Pacific Street and Rocklin Road.

1a. The One-Way Couplet is a Long-Range Planning Option in order to provide greater flexibility in maintaining the intersection of Rocklin Road/Pacific Street at LOS "C" as development continues to occur in the City and within the region beyond the year 2020.

1b. Restriping and minor reconstruction plan for the intersection of Rocklin Road/Pacific Street is a Base Circulation Plan improvement in order to achieve LOS "C" at this intersection to the year 2020 without having to implement the One-Way Couplet during that period.

IMPROVEMENT 2 - Two new I-80 Overpasses.

2a. Construct new overpass of I-80 that would connect Dominguez Road to Sierra College Boulevard as part of the Base Circulation Plan.

2b. Construct new overpass of I-80 that would connect Granite Drive to Sierra College as part of the Base Circulation Plan.

IMPROVEMENT 3 - Widen Rocklin Road at I-80.

3. Reconstruct Rocklin Road underpass of I-80 to accommodate six traffic lanes plus pedestrian/bike facilities on both sides of Rocklin Road as part of the Base Circulation Plan.

The City recognizes that the redesign could involve changes to the freeway on-ramps and off-ramps, as well as some freeway laneage. Also, other improvements could include a "Flyover Ramp" to provide for westbound traffic on Rocklin Road to have direct access to I-80 or a modified clover leaf interchange.

IMPROVEMENT 4 - Rocklin Road Extension.

4. The extension of Rocklin Road to Whitney Boulevard is a Long-Range Planning Option to provide greater flexibility in maintaining the intersection of Sunset Boulevard/Pacific Street at LOS "C" as development continues to occur in the City and within the region beyond the year 2020.

IMPROVEMENT 5 - Summit Project to Delmar Avenue.

5. Connect the Summit Property to Delmar Avenue near or at the Argonaut Avenue alignment to take advantage of the high topography to construct a "grade-separated" crossing over the Southern Pacific Railroad tracks. This crossing would provide for pedestrian and bicycle lanes. Traffic from the Summit property would not be able to access the "existing" Argonaut Avenue from the east or the west end of the Summit property

IMPROVEMENT 6 - Sunset West Circulation Plan.

6. Connect Sunset Boulevard and the Blue Oaks Boulevard interchange with Highway 65 to generally parallel with the proposed Park Drive/Pleasant Grove connection to Highway 65 as part of the Base Circulation Plan.

IMPROVEMENT 7 - Widen Pacific Street near Sunset Boulevard.
7. Pacific Street for several hundred feet easterly of Sunset Boulevard shall be widened to six instead of four lanes as part of the Base Circulation Plan.

IMPROVEMENT 8 - Stanford Ranch Road/Sunset Boulevard Intersection.

8. Stanford Ranch Road shall have an additional second left turn lane as part of the Base Circulation Plan.

IMPROVEMENT 9 - Highway 65 to Sierra College Boulevard Connection.

9. A connection from Highway 65/Whitney Boulevard through the Sunset Ranchos property generally along the Whitney Boulevard alignment and through the northern portion of Stanford Oaks property and through Clover Valley Lakes to intersect with Sierra College Boulevard as a Long-Range Planning Option.

IMPROVEMENT 10 - Sunset Ranchos to West Oaks Boulevard Connection.

10a. Connect the eastern portion of the Sunset Ranchos property with the four-lane extension of West Oak Boulevard as a Long-Range Planning Option.

10b. Designate Sioux Street as a four-lane arterial to provide greater flexibility in allowing the Sunset Ranchos to develop at densities similar to surrounding properties as a Long-Range Planning Option.

4. Chapter IIC and Chapter IV4: of the Rocklin General Plan (April, 1991) is amended by adding the following:

27. To prohibit residential driveway frontages within newly developing residential areas along collector or arterial roadways. This policy does not apply to multi-family residential uses, or where past decisions have created existing lots with residential frontages on collector or arterial roadways. Additionally, the City shall strive to minimize growth of average annual weekday travel volumes, and also shall strive to limit the total volumes to less than 12,000 vehicles on existing collector roadways with residential frontages.

28. To coordinate with adjacent jurisdictions on the completion and improvement of roads that extend into other communities through the use of the Congestion Management Agency, Placer County Transportation Commission, joint powers authorities or other similar entities.

- 29 To conduct an environmental assessment of all general plan roadway improvements prior to construction. The environmental assessment shall consider each of the applicable mitigation measures as listed in Appendix C to this General Plan.
5. Figure 10 "Bikeway System" of Chapter IIC of the Rocklin General Plan (April 1991) is amended as shown in the Bikeway Diagram Exhibit 1 attached hereto and by this reference incorporated herein.
6. Figure 13 "Rocklin Circulation System" of Chapter IIC of the Rocklin General Plan (April 1991) is amended as shown in the Roadway Diagrams Exhibit 2 & 3 attached hereto and by this reference incorporated herein.
7. Table "Key to Circulation Routes Illustrated in Figure 13" attached to Figure 13 of Chapter IIC of the Rocklin General Plan (April 1991) is amended to read as follows:
1. Interstate 80 (6-8 lanes)
 2. State Route 65 (4-6 lanes)
 3. Rocklin Road (2 lanes west of Pacific Street to Whitney Boulevard; 4 lanes east of Pacific Street to Granite Drive; and 6 lanes east of Granite Drive to Rocklin City Limits)
 4. Sierra College Boulevard (6 lanes south of Pacific St.; 4 lanes north of Pacific Street)
 5. Granite Drive (4 lanes)
 6. Pacific Street/Taylor Road (4 lanes near Sunset Blvd. to Loomis City limits; 6 lanes near Sunset Blvd. to Roseville City limits)
 7. Sunset Boulevard (6 lanes)
 8. Stanford Ranch Road (6 lanes)
 9. Fifth Street (2 lanes)
 10. Whitney Boulevard (2 lanes)
 11. (North) Whitney Boulevard (4 lanes from Highway 65 to Sierra College Boulevard)
 12. Midas Avenue (2 lanes)
 13. Argonaut Avenue (Midas Avenue to Delmar Avenue-2 lanes)
 14. Crest Drive (2 lanes)
 15. Fairway Drive (2 lanes)
 16. Springview Drive (2 lanes)
 17. North Grove Street (2 lanes)
 18. South Grove Street (2 lanes)
 19. El Don Drive (2 lanes)
 20. Sierra Meadows Drive (2 lanes)
 21. Park Drive (4 lanes north of Stanford Ranch Road; 6 lanes south of Stanford Ranch Road)
 22. West Oaks Boulevard (4 lanes)
 23. Woodside Drive (2 lanes)
 24. Delmar Avenue (2 lanes)
 26. Blue Oaks Boulevard (4 lanes)

27. China Garden Road (2 lanes)
28. China Garden Road realignment (2 lanes)
29. Alta Sierra Drive (2 lanes)
30. Clover Valley Lakes collector street (2 lanes)
31. Sioux Street (4 lanes)
32. Dominguez Road (2 lanes west of Granite Drive; 4 lanes east of Granite Drive to Sierra College)
33. Lone Tree Boulevard (4 lanes)
34. One-Way Couplet (Railroad Avenue-2 lanes)

8. Appendix C "Mitigation Measures for General Plan Roadways" is added to the Rocklin General Plan (April, 1991) to read as follows:

APPENDIX C

Mitigation Measures for General Plan Roadways

This Appendix C relates to Policy 29 of the Circulation Element to the Rocklin General Plan. It contains the list of mitigation measures that are to be considered and utilized, appropriately, in conducting the environmental assessment on any of the roadway segments identified in the Circulation Element of the General Plan.

LAND USE

C-1. Final street improvements shall be designed to avoid the need to redesign or remove occupied structure(s) wherever feasible. If unfeasible to avoid or redesign or remove, then property owner and/or business shall be compensated pursuant to State law.

VISUAL

C-2. Land Use Element Policies 13 & 38; Open Space, Conservation & Recreation Element Policy 1 shall apply.

C-3. Landscape at least one side of Pacific Street similar to existing median material in the event that Pacific Street medians are removed.

C-4 Require a dense planting of trees and shrubs along both sides of the Argonaut Avenue overpass area, with the intent of eventually screening some of the roadway structure, nighttime automobile headlights, and street lighting as viewed from nearby residences. Direct, to the extent possible, street lighting away from off-site locations.

C-5 Landscape along both sides of the roadway extension from Argonaut Avenue up the slope to the Summit project and the slope supporting the grade separated overcrossing of Argonaut Avenue over the railroad tracks. The landscaping shall consist largely of native vegetation, and contain a mix of groundcover, shrubs, and trees. Use, wherever possible,

low plantings to screen automobile headlights from off-site locations. Require street lighting to be directed towards the roadway, and away from off-site locations to the maximum extent possible.

C-6 Landscape along both sides of North Whitney Boulevard and West Oaks Boulevard to consist of a combination of groundcover, shrubs, and trees. In the planting design, allow for some view corridors from the roadway towards surrounding properties. Use, wherever possible, low plantings to screen automobile headlights from off-site locations. Require street lighting to be directed towards the roadway, and away from off-site locations to the maximum extent possible.

C-7. Railroad crossing gate lights should be oriented to street and shielded so intrusive light and glare not affect adjacent residences.

GEOLOGY

C-8. Community Safety Element Policies 1, 10, and 11 shall apply

HYDROLOGY

C-9. Community Safety Element Policies 3, 6, and 7 shall apply.

C-10. Open space, Conservation and Recreation Element Policy 6, and Community Safety Element Policies 1 through 8 (inclusive) and 14 shall apply.

C-11. Community Safety Element Policy 7, Open Space, Conservation and Recreation Element Policy 19, and City Improvement Standards shall apply. Notice of Intent submitted to State Water Resources Control Board, and a General Construction Activity Storm Water Permit shall be adhered to as applicable.

C-12. Community Safety Element Policies 6 and 7, and Open Space, Conservation and Recreation Element Policies 15 and 19 and Action Plan Item 1 shall apply.

C-13. Development projects of five (5) acres or more shall develop and implement a standard list of acceptable Best Management Practices (BMP) for non-point source pollutants for additional long-term protection of water quality. BMPs include a wide range of methodologies for treating surface runoff, particularly "first flush", prior to its discharge into an open waterway.

AIR QUALITY

C-14. Grading plans, construction permits, improvement plans and/or building permits shall include the following measures to reduce short-term construction air quality emissions:

- Construction equipment shall be properly tuned and maintained throughout the duration of construction.
- Whenever possible diesel-powered, low sulfur fuel, or electric equipment should be used instead of gasoline-powered engines.
- Construction crews should shut off construction equipment when not being used.
- Contractors shall encourage employees to ridesharing and use transit to and from the construction site.
- Provide a flag person to guide traffic properly and ensure safety at construction sites.
- Provide for City approval traffic plan to schedule traffic flow interference from construction activities. Plan may include advance public notice of routing, use of public transportation, and satellite parking areas with a shuttle service.
- Minimize obstruction of through-traffic lanes.

C-15. Grading plans shall include the following measures to reduce short-term fugitive dust during construction:

- Water all disturbed on-site areas a minimum of two (2) times a day.
- Water a minimum of two (2) times a day or cover stockpiles of material that are stored on-site.
- Use chemical soil binders and/or revegetate exposed areas within thirty (30) days upon completion of street construction.
- Provide a designated area of gravel, or other suitable material, to allow tire debris to be deposited before accessing onto improved city streets.
- Grading shall be prohibited when winds exceed 25 mph.

C-16. Grading plans shall include the following condition: Upon notification to the City by PCAPCD (Placer County Air Pollution Control District) that there is a second stage smog alert and that construction cease in specific activities, such as grading, use of heavy equipment and deliveries of materials, the City's Building and Public Works' Inspectors will inform affected contractors to cease construction (grading, use of heavy equipment, paving, delivery of materials) during second stage smog alert conditions.

C-17. A Rule 217 compliance letter from PCAPCD shall be required prior to issuance of improvement plans and/or building permits by Building Inspection and/or Public Works.

C-18. Structures to be demolished shall comply with Section 19827.5 of the California Health and Safety Code, as applicable, regarding asbestos, including but not limited to all asbestos materials being removed/remediated prior to issuance of demolition permit by Building Inspection.

C-19. Grading plans, improvement plans and building plans shall include the following condition: "No burning of vegetation nor materials shall occur on construction site. Vegetation and materials may be chipped on site but must be disposed of in an licensed landfill."

C-20. Land Use Element Policy 12 and Circulation Policies 3, 5, 6, 10, 12, 17 and 18 to reduce emissions associated with new developments shall apply.

C-21. Traffic signals shall be synchronized, where feasible.

C-22. Dedicated turn lanes shall be incorporated into roadway improvements as appropriate.

C-23 Development projects associated with a General Plan roadway shall comply with the Trip Reduction Ordinance to reduce vehicular emissions.

C-24. Circulation Element Policies 3, 5, 6, 10, 12, 13, 17 and 18; and Land Use Element Policy 12 shall apply.

BIOLOGICAL

C-25. Open Space, Conservation and Recreation Element Policies 1, 2, 4, and 15, and Action Plans 1 & 2 shall apply along with adherence to any required Streambed Alteration Permit from CDFG (California Department of Fish and Game).

C-26. Rocklin Oak Tree Preservation Ordinance shall apply.

C-27. A qualified ecologist shall inventory the vegetation within any proposed affected riparian area. Final siting shall avoid, if feasible, removal of mature riparian trees and habitat potentially supporting special-status plants and wildlife.

C-28 A construction corridor not to exceed a maximum of 100 feet within riparian areas shall be mapped and flagged. Heavy equipment operation shall be restricted to this corridor.

C-29 An erosion and siltation control plan shall be designed and implemented as part of the construction and grading plan of all stream crossings to reduce potential impacts on the stream environment.

C-30 A revegetation plan shall be developed by a qualified plant ecologist and implemented in consultation with CDFG, pursuant to a Section 1600 Streambed Alteration Agreement for the alteration or modification of streambeds and the removal of associated riparian vegetation.

C-31 Best management practices shall be utilized for siting, construction and operation of roadway improvements, including controls to limit toxic chemicals from entering receiving waters.

C-32. A free span bridge design shall be used, whenever feasible, to minimize the fragmenting effects of bridge crossing on riparian habitat and to allow passage of wildlife using these corridors. Final design will be in consultation with CDFG to maximize wildlife movement along the riparian corridor.

C-33 Road alignments and road modifications shall be developed by the City to avoid direct and indirect impacts on alkali seeps, perennial meadows, and intermittent streams. In areas adjacent to these wetlands, the final alignment and construction corridor shall be mapped and adequately flagged by the construction contractor to include the full width of the road and maintenance right-of-way. Heavy equipment operation will be restricted to this corridor only.

C-34 A buffer zone shall be established by the City, in consultation with a qualified plant ecologist, for each avoided wetland. The size of each buffer area will depend on habitat value, watershed size, vegetation, and topography.

C-35. Wetland designated for preservation shall be protected by restricted easements recorded by the City. Easements would restrict use and type of structures.

C-36 Roads shall be designed, built, landscaped to minimize erosion during and after construction. Prior to construction, develop and submit, in consultation with CDFG, a water pollution and sediment control plan to include temporary control measures to minimize sedimentation and erosion in wetlands.

C-37. Where avoidance is not possible, a wetland delineation shall be conducted by qualified biologist to determine amount of ACOE Section 404 jurisdictional wetlands. Determine amount of streambed and associated vegetation that may be subject to CDFG Section 1600 Streambed Alteration Agreement. Necessary permits will be obtained (Army Corp of Engineers for Section 404 permits, CDFG for Streambed Alteration Agreements).

C-38 Focused surveys shall be conducted by a qualified biologist to determine the presence or absence of any special-status wildlife species potentially occurring in the project area. If special-status species are found in areas of potential impact, then the appropriate resource agency (United State Fish and Wildlife Services or CDFG) in coordination with the City, will be consulted regarding measures to minimize or mitigate project impacts.

C-39 Road alignments and road modifications shall be developed to avoid or minimize direct and indirect impacts on vernal pools and associated watersheds. In areas adjacent to vernal pools, the final alignment and construction corridor shall be mapped and

adequately flagged by the contractor to include the full width of the road and maintenance right-to-way. Heavy equipment operation will be restricted to this corridor only.

C-40 Setback standards (buffer zones) shall be established, in consultation with a qualified plant ecologist, for each avoided vernal pool to ensure there is adequate space between the vernal pool and development. The size of each buffer area will depend on habitat value, watershed size, vegetation, and topography.

C-41 Vernal pools designated for preservation shall be protected by restricted easements recorded over the property that contains these pools. Such easements shall restrict the use and type of structures located therein.

C-42 Roads shall be designed, built, and landscaped so as to minimize erosion during and after construction. Prior to construction, a water pollution and sediment control plan to include temporary control measures to minimize sedimentation and erosion in vernal pools or their watersheds shall be developed and submitted to the City in consultation with CDFG.

C-43 A vernal pool analysis shall be prepared by a qualified plant ecologist or biologist. This analysis will include focused surveys for special-status plants and animals during the appropriate blooming and breeding periods, a mapping of each vernal pool and its immediate watershed, and a wetland delineation, to be reviewed and approved by the ACOE (Army Corp of Engineers), pursuant to Section 404 of the Clean Water Act.

C-44 If ACOE jurisdictional vernal pool habitat will be removed or otherwise adversely affected by proposed roadway improvements, the project developer will consult with the ACOE to determine the need for a 404 permit. Measures to mitigate impacts on jurisdictional vernal pool habitat will be developed in coordination with ACOE during the permit application process.

C-45 Reconnaissance surveys shall be conducted by a qualified biologist to determine if habitat potentially supporting the Valley elderberry longhorn beetle will be affected. In areas of suitable habitat, focused surveys shall be conducted by a qualified biologist to determine the presence or absence of the Valley elderberry longhorn beetle in the project area. If the Valley elderberry longhorn beetle is found in areas of potential impact, then the USFWS, in coordination with the City, will be consulted, prior to construction, regarding measures to minimize, avoid, or mitigate project impacts.

A-46 Reconnaissance surveys shall be conducted by a qualified botanist to determine if habitat potentially supporting the Bogg's Lake hedge hyssop will be affected. In areas of suitable habitat, focused surveys shall be conducted by a qualified botanist to determine the presence or absence of the Bogg's Lake hedge hyssop in the project area. If the Bogg's Lake hedge hyssop is found in areas of potential impact, then the CDFG will be consulted prior to construction regarding measures to minimize, avoid, or mitigate project impacts.

C-47 Raptor nest surveys shall be conducted by a qualified raptor biologist during the nesting season (March through August) in all woodland areas potentially affected by proposed alignments or alignment modifications. If an active nest is located, construction activities will not be allowed within 500 feet (or other distance, depending on species and the recommendation of the surveying biologist) of the nest until the young have fledged. Raptor nests that must be removed as a result of construction activities shall only be removed during the non-breeding season (September 15 through February 15).

C-48 Reconnaissance surveys shall be conducted by a qualified biologist at the project-specific level to determine if habitat potentially supporting special-status species will be affected. In areas of suitable habitat, focused surveys shall be conducted by a qualified biologist or botanist, during the appropriate blooming (for plants) or breeding (for animals) period, to determine the presence or absence of any special-status species potentially occurring in the project area. If special-status species are found in areas of potential impact, then the appropriate resource agency (USFWS or CDFG) shall be consulted prior to construction regarding measures to minimize, avoid, or mitigate project impacts.

C-49 Surveys shall be conducted by a qualified biologist in the vicinity of proposed alignments to determine if any natural habitat area, especially ravines and ridgelines, potentially affected by the project will adversely affect local or regional wildlife movement. If an important wildlife movement corridor will be adversely affected, measures to avoid, minimize, or mitigate project impacts shall be developed prior to construction in coordination with CDFG.

C-50 All construction work in, or within 100 feet of, the Antelope Creek or Secret Ravine Creek crossing shall be confined to the period of June 1 through September 30 in order to minimize erosion and impacts on the October-November spawning run and the April-May out-migration of Chinook salmon..

NOISE

C-51. Noise Element Policies 1, 2, 3, 4 and 6 shall apply.

C-52. Mufflers shall be on all construction equipment and stationary noise sources. Stationary noise sources be located at least 300 feet from occupied residences or provide noise reducing engine housing enclosures.

C-53. Equipment start up areas, water tanks, equipment storage be placed in area far away from existing residences as feasible.

C-54. Future residential development should be located outside the noise impact prescribed in State Noise Compatibility Guidelines. Acoustical studies be required where sensitive receptors could be within areas exceeding an Ldn of 60 dB(A).

C-55. Noise studies should be prepared for any residential development proposed near an alignment or alignment proposed next to existing residences. If sensitive receptors are exposed use the following to ensure interior noise levels do not exceed an Ldn of 45 dB(A), and exterior noise levels do not exceed an Ldn of 60 dB(A):

- Below grade roadways designed to direct sound up and over sensitive receptor sites.
- Sound walls or berms between roadway and sensitive receptor sites.
- Lot setback requirements that locate structures outside of the 60dB(A) Ldn.
- Appropriate noise insulation measures such as gasketed windows, double-panel glazing, etc.

CULTURAL

C-56 Preserve the Johnson Spring (CA-PLA-85) site consisting of a spring with an associated bedrock mortar milling station (62 bedrock mortars).

C-57. Open Space Conservation and Recreation Element Policies 3, 15 and 16 shall apply.

C-58 If human skeletal remains are encountered during construction, all excavation work must halt in that area immediately and the county coroner be contacted. If it is determined that the remains are Native American in origin, the coroner must contact the Native American Heritage Commission to ensure that proper treatment and/or reburial measures are implemented.

C-59. A qualified archaeologist shall survey by foot a 200-foot swath (or radius for intersections) along all road improvement areas and determine in a written report whether any discovered resources are considered important under CEQA (California Environmental Quality Act) criteria. The report will contain recommendations for the management of any archaeological resources that are discovered and will be filed with the North Central Information Center at California State University, Sacramento.

C-60. The final siting of road alignments and improvements shall be developed to avoid significant resources and/or sites whenever possible. Archaeological sites or features that cannot be avoided will be documented with photographs, maps, measurements and recorded with the North Central Information Center at California State University, Sacramento according to standards set forth by the Office of Historic Preservation

C-61 A records search shall be conducted through the North Central Information Center to determine whether archaeological resources are known to occur within a 1/2-mile swath along any proposed roadway improvement corridor prior to final establishment of alignment.

HAZARDOUS MATERIALS

C-62. Community Safety Element Policies 8 and 9 shall apply.

C-63 Site specific investigations (Phase I/Phase II) shall be conducted to confirm contaminated soils at each site listed in Table 4.11-1 of EIR on the North Rocklin Circulation Element prior to site acquisition or development.

C-64 If contamination is discovered or encountered during construction of any of the proposed roadway improvements, construction activities within the contaminated area shall cease until the contamination is reported, and its extent is assessed and delineated. Remediation will be prepared to the satisfaction of the appropriate responsible agency (either the Placer County Health Department, or the Central Valley Regional Board, depending on the type of contamination). A remediation plan will be developed, if required, in consultation with the appropriate responsible agency, and adhered to in subsequent construction activity.

TAR/11s2
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EXHIBITS 1, 2, 3

The following exhibits of GPA-93-03 are on file in the City Clerk's Office and Planning Department:

Exhibit 1: amendment to Figure 10 "Bikeway System" of Chapter 11C of the Rocklin General Plan (April 1991)

Exhibits 2 & 3: amendment to Figure 13 "Rocklin Circulation System" of Chapter 11C of the Rocklin General Plan (April 1991)

City of Rocklin

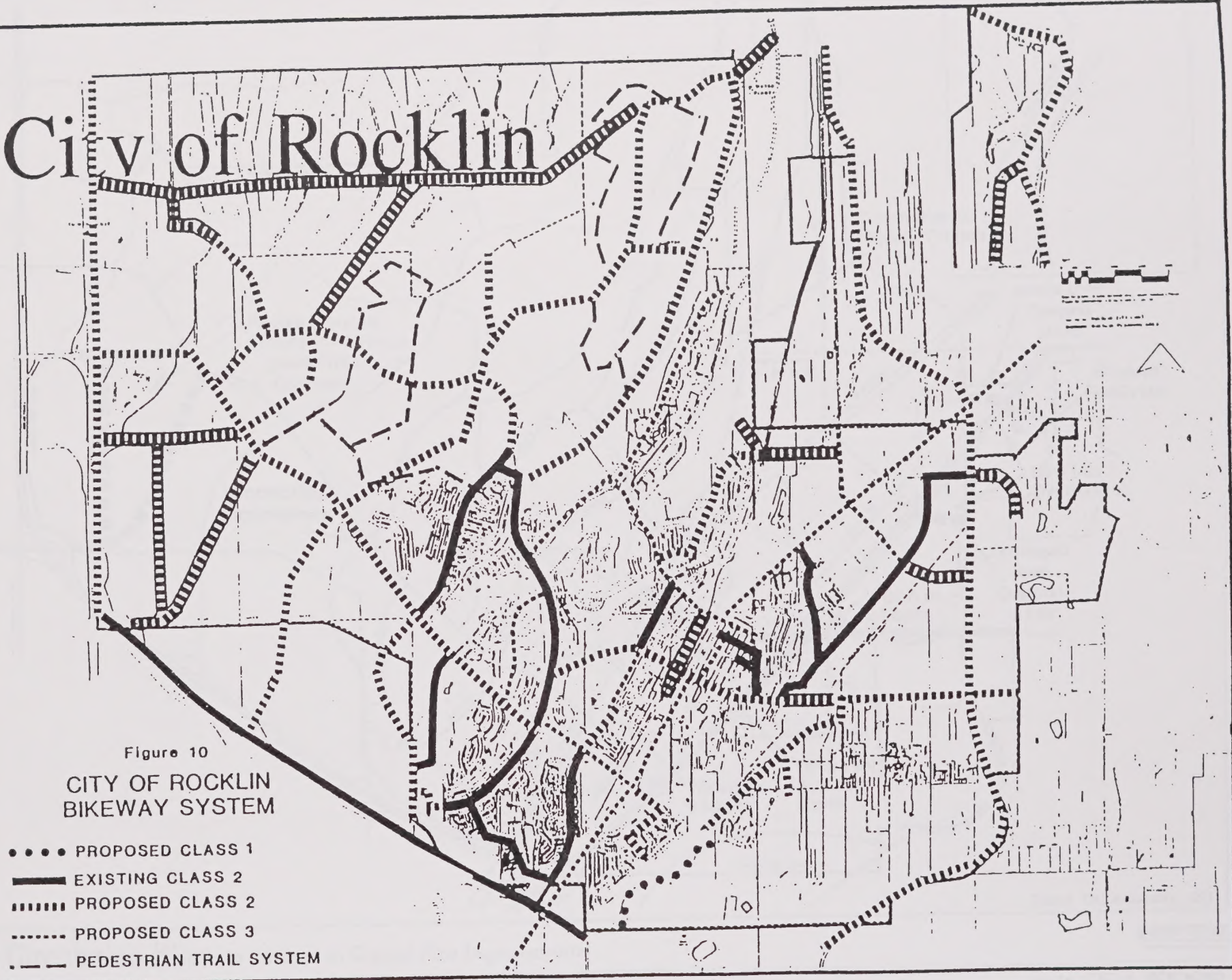
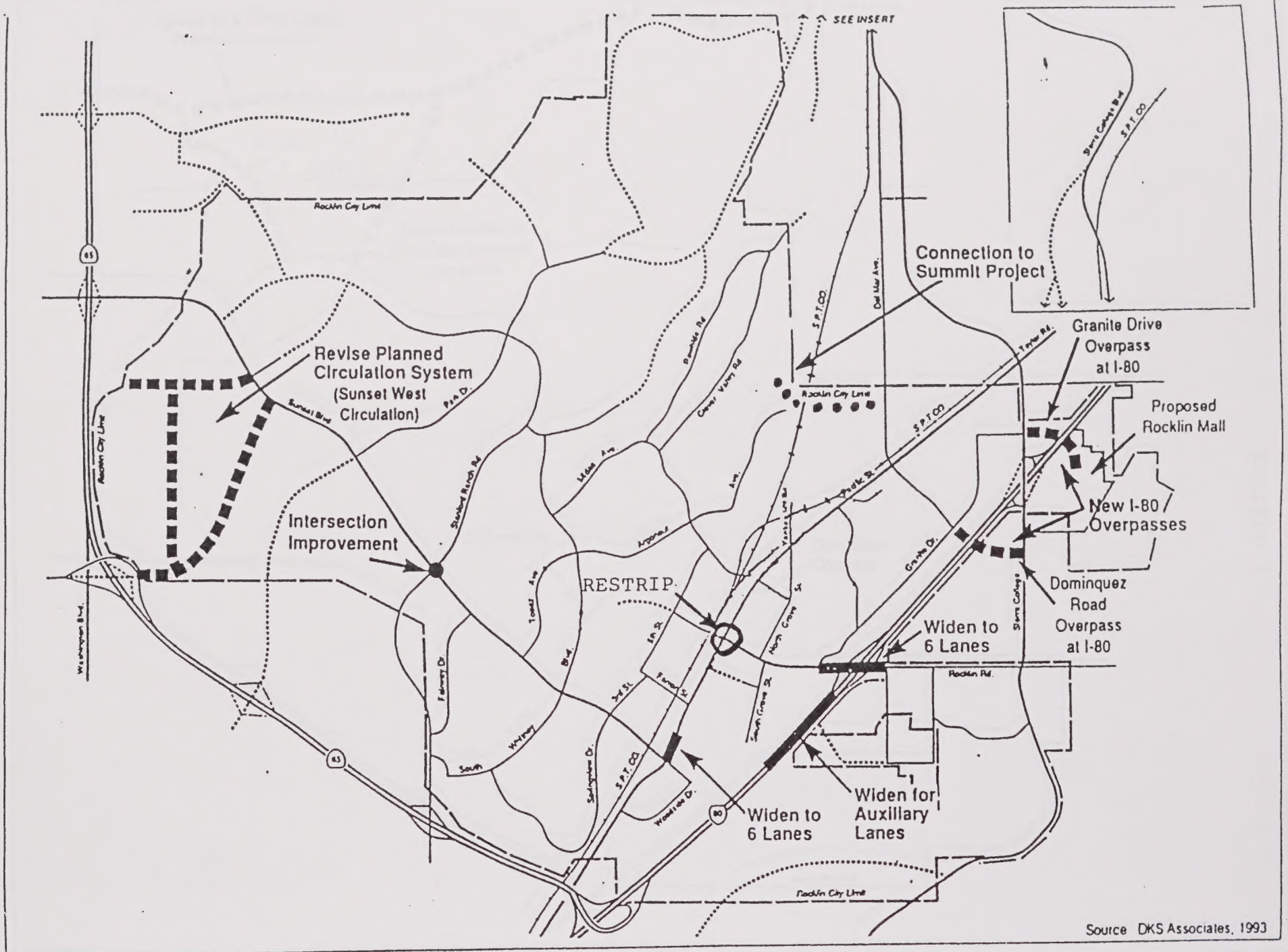


Figure 10
CITY OF ROCKLIN
BIKEWAY SYSTEM

- PROPOSED CLASS 1
- EXISTING CLASS 2
- - - - - PROPOSED CLASS 2
- . - . - PROPOSED CLASS 3
- - - - - PEDESTRIAN TRAIL SYSTEM

AMENDMENT TO ADD CLASS 2 BIKEWAYS **- - - - -**



Source DKS Associates, 1993

Base Circulation Plan (In Addition to General Plan Improvements)

North Rocklin
Circulation Element EIR

NORTH ROCKLIN CIRCULATION ELEMENT

1.1 INTRODUCTION

The North Rocklin Circulation Element (NRCE) consists of a draft circulation system referred to as the Base Circulation Plan (Exhibit 3) plus the Long Range Planning Options (Exhibit 4). The NRCE also includes all circulation improvement projects that are currently contained in the Rocklin General Plan as shown on Exhibit 2.

There are three documents that provide background information on the NRCE. These reference documents are as follows:

1. Final Report prepared for the City of Rocklin by DKS Associates on the North Rocklin Traffic Study dated March 19, 1993, which includes various alternatives.
2. Technical memorandum dated April 14, 1993 from DKS Associates to the City of Rocklin regarding the Base Circulation Plan for North Rocklin Traffic Study.
3. Memorandum dated April 20, 1993 to Rocklin City Council/City Manager regarding the North Rocklin Traffic Study.

1.2 SETTING

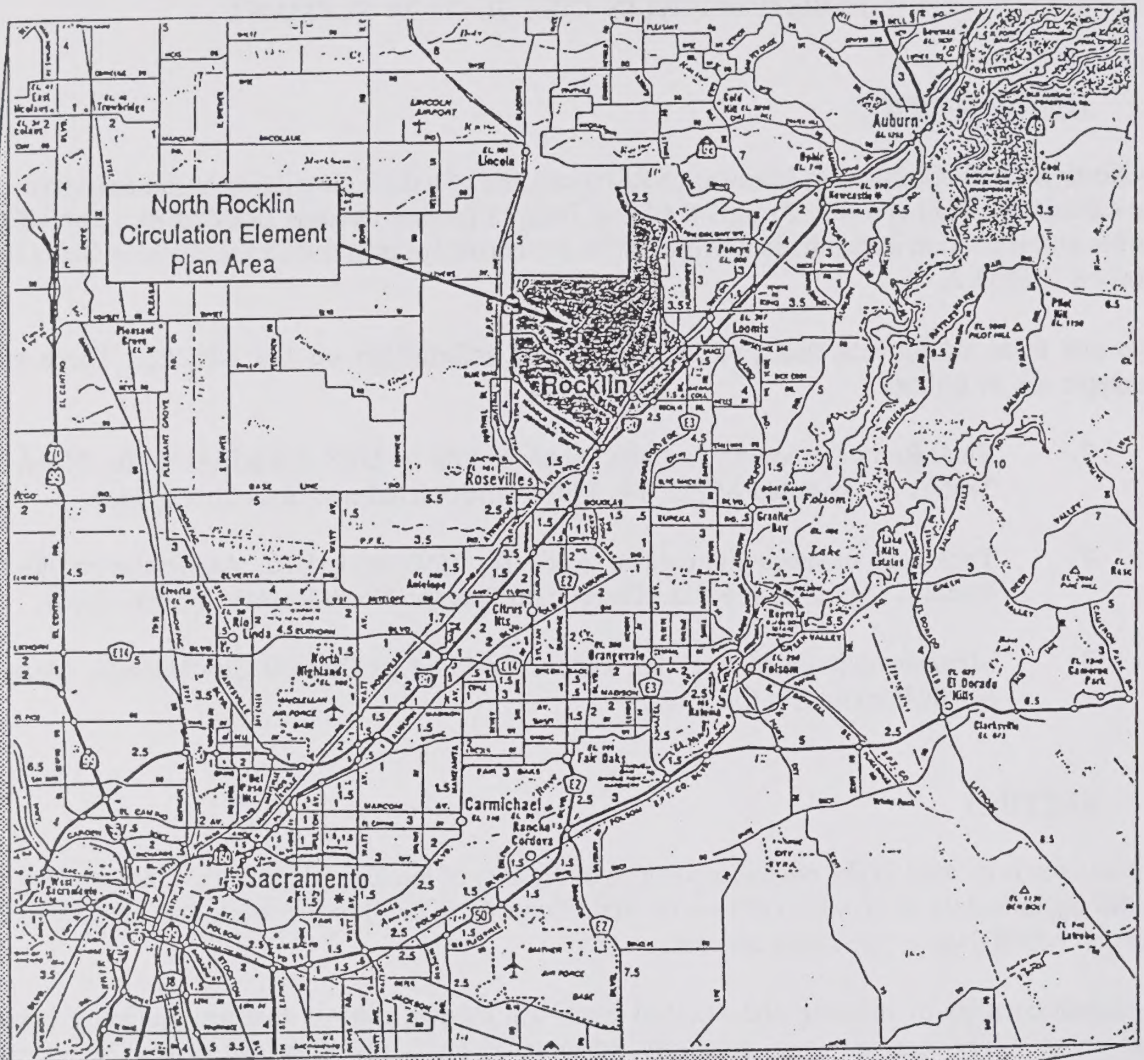
The plan area is located in the northern portions of the City of Rocklin (Exhibit 1). This area is generally bounded by Interstate 80 (I-80) to the south, State Route 65 (SR-65) to the west, and the City of Rocklin municipal boundaries to the north and east.

The project consists of existing and planned roadways located in areas that are generally planned for development. The easterly and northerly portions of the study area are primarily undeveloped. Roadways, and roadway improvements proposed for this portion of the plan area generally traverse hillsides, creeks, and oak woodlands. The southeasterly portion of the plan area, along I-80, is more developed, with residential and employment-related uses already largely in place.

1.3 PROJECT HISTORY

The proposed North Rocklin Circulation Element project (proposed project) is the outcome of the North Rocklin Traffic Study (Traffic Study), conducted by the City of Rocklin between October 1992 and April 1993. The main purpose of the Traffic Study was to explore alternatives to maintain uncongested roadways in the City in anticipation of planned growth. The Traffic Study entailed development of a citywide travel model to identify possible problem areas in the northern component of the City's planned future transportation system, as defined in the City's Circulation Element, and to evaluate transportation planning options to alleviate those identified problem areas.

During the preparation of the Traffic Study, a number of public meetings were held with the community to identifying issues and concerns, and to solicit feedback on preliminary alternatives being considered by the City of Rocklin. Public meetings were held on November 5, 1992, and January 13, March 3, March 30, and April 20, 1993. Records of those public meetings are available through the City of Rocklin Community Development Department, P.O. Box 1138, 3970 Rocklin Road, Rocklin, California, 95677.



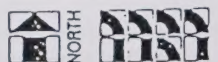
Source: AAA Sacramento Valley Region Map, 1992.

Vicinity Map

North Rocklin Circulation Element

EXHIBIT 1

Not To
Scale



At the conclusion of the Traffic Study, the Rocklin City Council approved, for additional study, the following recommendations:

- ▶ use the year 2020 and the anticipated level of development at that point in time in the City of Rocklin and surrounding areas as the basis for determining the "base circulation plan" for updating the City's Circulation Element;
- ▶ use the base circulation plan identified in an April 14, 1993 Technical Memorandum prepared by DKS Associates (as modified by City Council action) as the "proposed project" for further environmental evaluation;
- ▶ include certain alternatives in the environmental evaluation (as indicated on Exhibit 7 of the DKS Associates Technical Memorandum dated April 14, 1993); and,
- ▶ consider the long-range planning options described in Exhibit 8 of the DKS Associates Technical Memorandum dated April 14, 1993 (and described in Section 1.4 of the Initial Study).

The year 2020 was selected as the planning year because it represents a time period for which a reasonably foreseeable level of development, consistent with the General Plan, could be forecast. Each of these approved recommendations are incorporated into the Proposed Project being considered in this Initial Study.

1.4 PROJECT DESCRIPTION

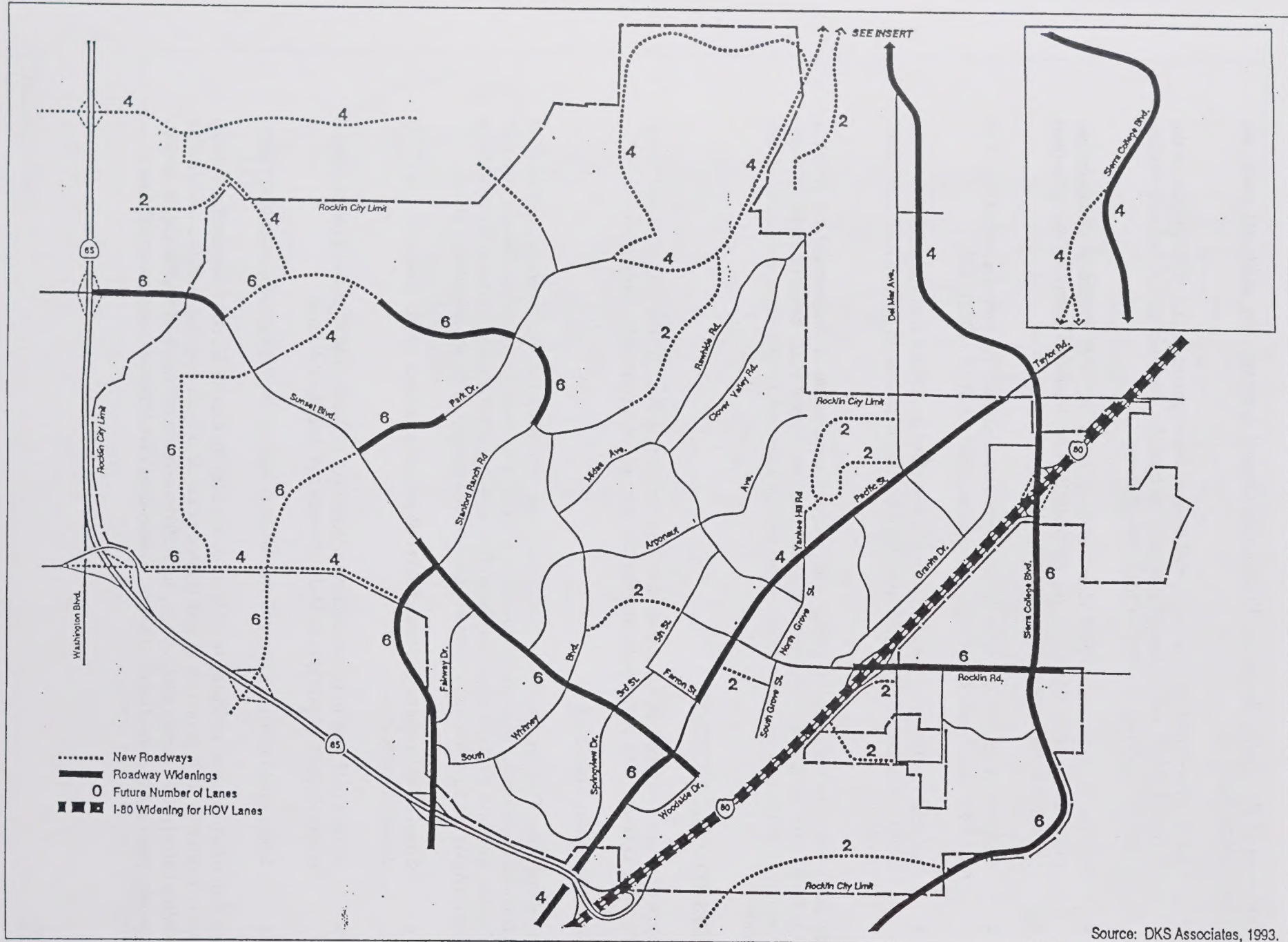
The project description consists of two parts: the Base Circulation Plan for the year 2020 and Long-Range Planning Options. The components together comprise the North Rocklin Circulation Element.

Base Circulation Plan-Year 2020

The Base Circulation Plan for the Year 2020 (Base Plan) includes all of the roadway improvement projects that could be accommodated under Rocklin's current Circulation Element of its General Plan (see Exhibit 2) plus additional roadway improvement projects (improvements) recommended at the conclusion of the Traffic Study. The additional improvements were recommended for the following reasons:

- ▶ Some would resolve anticipated level of service problems under forecasted year 2020 development levels.
- ▶ Some would tend to reduce traffic on certain key collector roadways that have residential frontage, such as portions of Midas Avenue and Argonaut Avenue.
- ▶ Some would provide improved circulation in some of the high growth areas of the City.

The Base Plan improvements proposed in addition to the existing City of Rocklin Circulation Element are shown in Exhibit 3. It is important to note that the proposed project does not include a reevaluation of the existing Circulation Element components, but includes only the following additional improvements, and long-range planning options discussed below. These Base Plan improvements are as follows:



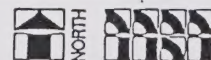
Source: DKS Associates, 1993.

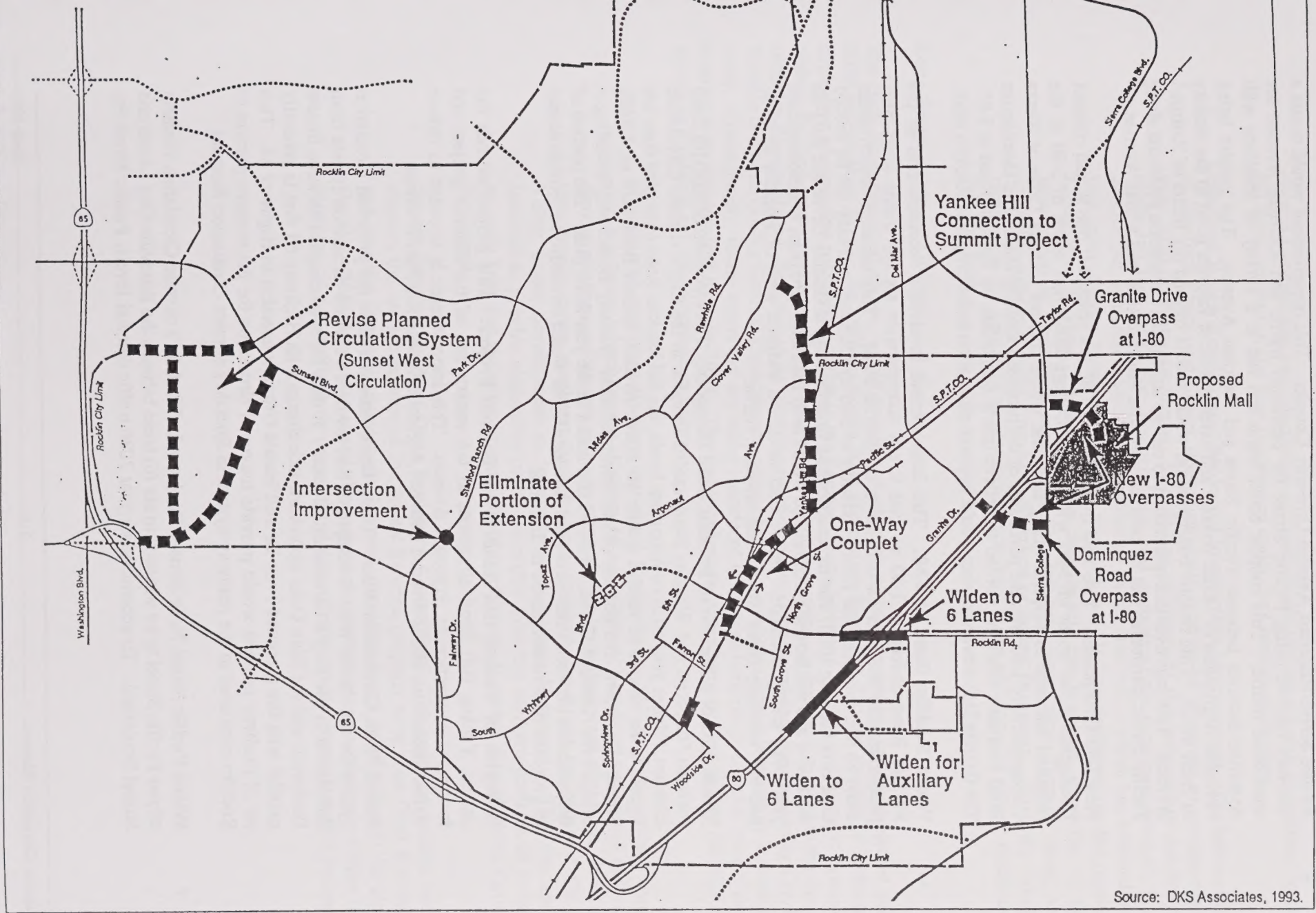
Existing General Plan Circulation Element Roadway System

North Rocklin
Circulation Element

EXHIBIT 2

Not To Scale





Base Circulation Plan (In Addition to General Plan Improvements)

North Rocklin
Circulation Element

- ▶ **Pacific Street/Railroad Avenue One-way Couplet.** This improvement would create a one-way couplet using Pacific Street for eastbound traffic and Railroad Avenue for westbound traffic. This couplet could begin and end at a variety of locations with transition sections between Pacific Street and Railroad Avenue. The project being evaluated begins east of Midas Avenue and extends west of Rocklin Road to the vicinity of Bush Street. This couplet configuration would extend beyond the limits of Railroad Avenue. This improvement is intended to relieve anticipated congestion problems along Pacific Street, particularly at its intersections with Rocklin Road and Midas Avenue.
- ▶ **New I-80 Overpasses.** Two new overpasses of I-80 are proposed; one would connect Dominguez Road north of I-80 with Sierra College Boulevard south of I-80 at the proposed entrance to Rocklin Mall; the other would connect Granite Drive at Sierra College north of I-80 with the north side of the proposed Rocklin Mall. The Dominguez Road overpass would be needed to relieve traffic congestion on Rocklin Road at I-80. The Granite Drive overcrossing would improve circulation to the proposed Rocklin Mall.
- ▶ **Widen Rocklin Road at I-80.** This improvement involves a reconstruction of the Rocklin Road underpass I-80 so that it can accommodate six (6) traffic lanes plus pedestrian/bike facilities on both sides of Rocklin Road. This capacity improvement could be tied to a potential future widening of I-80 by Caltrans, and may not be needed until after the year 2010. The intersections on Rocklin Road at Granite Drive and the I-80 eastbound and westbound on/off-ramps would need additional turn lanes to accommodate year 2020 traffic demands. Also, I-80 would be widened west of Rocklin Road to provide "auxiliary lanes" for on-and off-ramp traffic.
- ▶ **Elimination of a Portion of Rocklin Road Extension.** The extension of Rocklin Road between 5th Street and Whitney Boulevard is included in the City's current Circulation Element. Under year 2020 development levels, the full Rocklin Road extension does not appear to be needed to relieve traffic on Midas Avenue, Sunset Boulevard or Pacific Street. Therefore, the portion of this extension near Whitney Boulevard, including a bridge over Antelope Creek, could be eliminated in the year 2020 plan. The portion of the extension between Fifth Street and Antelope Creek would be needed to provide access to proposed new development in that area.
- ▶ **Extension of Yankee Hill Road to the Summit Project.** This project extends the current Yankee Hill Road alignment to the eastern end of the Summit project and includes a connection to Argonaut Avenue. This improvement is intended to reduce traffic demand on Midas Avenue between Argonaut Avenue and Pacific Street.
- ▶ **Sunset West Circulation Plan.** These improvements reflect the proposed circulation system for the Sunset West development that involves a revised circulation system from that shown in the City's Circulation Element. It calls for a connection between Sunset Boulevard and the Blue Oaks Boulevard interchange with Highway 65 that is generally parallel with the proposed Park Drive/Pleasant Grove connection to Highway 65. This set of roadway projects would provide improved circulation for the western portion of Rocklin compared to the roadway system in Rocklin's current Circulation Element.
- ▶ **Widen Pacific Street Near Sunset Boulevard.** The City's current Circulation Element allows Pacific Street to be widened to six (6) lanes between the Roseville City Limits and Sunset Boulevard. To accommodate year 2020 traffic demand levels, Pacific Street for

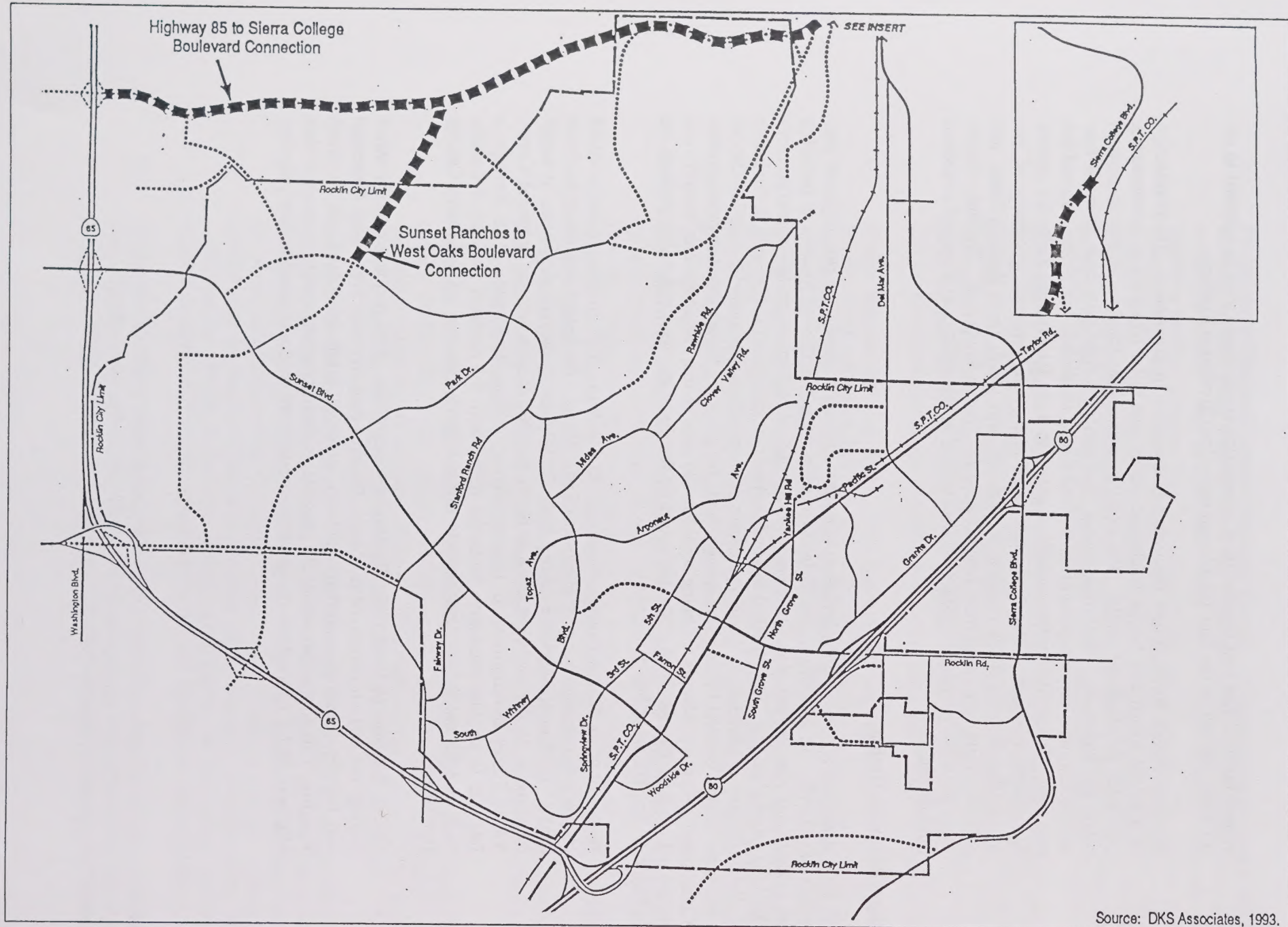
several hundred feet east (northeast) of Sunset Boulevard should also be widened to six (6) lanes, instead of the four (4) allowed under the Circulation Element.

- ▶ **Stanford Ranch Road/Sunset Boulevard Intersection Improvement.** The intersection of Stanford Ranch and Sunset Boulevard would need to be improved to accommodate year 2020 development levels. The existing geometry of this intersection consists of single left turn lanes, two through lanes, and exclusive right turn lanes from all four approaches, with the exception of southbound Sunset Boulevard, which has a second left turn lane. Sunset Boulevard could be widened to a six lane facility under the current Circulation Element. Based on this assumption, the proposed geometry of the intersection in year 2020 consists of dual left turn lanes, three through lanes, and exclusive right turn lanes from both directions of Sunset Boulevard. The only change required to the geometry of Stanford Ranch Road is the addition of a second eastbound left turn lane.

Long-Range Planning Options

The Base Plan, described above, would provide an adequate circulation system for the projected year 2020 development levels. In addition to the Base Circulation Plan, the City of Rocklin is including evaluation of some new roadway concepts in the proposed North Rocklin Circulation Element to preserve options for long-range planning. The principal reason for these options is that the City may in the future consider allowing higher densities in its planning reserves not currently contemplated in existing City of Rocklin or Placer County General Plans; these areas include, for example, Sunset Ranchos or annexation areas. Consequently, future roadways are being considered to reserve long-range options, even if such roadways are not required by year 2020. The key locations for these long-range planning projects are shown in Exhibit 4 and are described as follows:

- ▶ **Highway 65 to Sierra College Boulevard Connection.** This roadway concept would start at a future interchange at Highway 65 and Whitney Boulevard and extend eastward through the Sunset Ranchos property along the Whitney Boulevard alignment. It would then extend to the northeast through North Stanford Ranch and the proposed Clover Valley Lakes development to intersect Sierra College Boulevard. This concept is intended to provide alternative routes for traffic from the northern portions of Rocklin to reach I-80 and the southern portions of the City via Highway 65 and Sierra College Boulevard.
- ▶ **Sunset Ranchos to West Oaks Boulevard Connection.** This roadway concept would connect the eastern portion of the Sunset Ranchos property with West Oaks Boulevard and thereby improve connections between potential future neighborhoods in North Rocklin. This connection would also provide an alternative north-south route other than Highway 65 for traffic from the potential development on the Sunset Ranchos property.

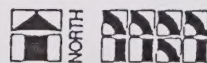


Long Range Planning Options

North Rocklin Circulation Element

EXHIBIT 4

Not To
Scale



**MEMORANDUM DATED APRIL 20, 1993 TO
ROCKLIN CITY COUNCIL/CITY MANAGER**

MEMORANDUM

TO: City Council/City Manager

FROM: Terry A. Richardson
Community Development Director

David R. Woltering, Principal Planner

DATE: April 20, 1993

SUBJECT: North Rocklin Traffic Study

RECOMMENDATION

It is staff's recommendation that the City Council give the following direction:

1. That based on review of the North Rocklin Traffic Study, dated March 19, 1993 that the City Council direct staff to use the planning year of 2020 and the associated level of development at that point in time in the City of Rocklin and surrounding areas as the basis for determining the "base circulation plan" for updating the City's Circulation Element.
2. That the City Council direct staff to use the base circulation plan as described in the attached Technical Memorandum dated April 14, 1993, from DKS Associates (Figure 4) as the "proposed project" for the environmental impact report that will be prepared in conjunction for the North Rocklin Traffic Study.
3. That the City Council direct staff to include in the alternative analysis of the North Rocklin Traffic Study EIR, those alternatives to the base circulation plan as listed in the attached Technical Memorandum from DKS Associates (Figure 7).
4. That the City Council direct staff to address inclusion in the proposed Circulation Element those options listed for long-range planning purposes in the attached Technical Memorandum dated April 14, 1993, from DKS Associates (Figure 8).

DISCUSSION

I. Adoption of the Year 2020 Planning Horizon

At the special March 30, 1993 community meeting involving a joint session of the Planning Commission and City Council regarding the North Rocklin Traffic Study, it was determined by a consensus of the City Council and Planning Commission members

that a point in time (planning horizon) other than 2010 or buildout should be considered for transportation planning purposes for the City of Rocklin.

During the presentation by representatives of DKS Associates and Recht-Hausrath Associates it was pointed out that complete buildout of all the land uses within the City of Rocklin land use plan would not occur, based on historical absorption rates, until the year 2126. It was further indicated that there is a large discrepancy in expected year of buildout between residential (2026) and retail (2048) and industrial (2126) land uses. This information was particularly important, given that the focus of the North Rocklin Traffic Study had primarily been buildout of the City of Rocklin. The study had also looked at a 2010 point in time consistent with the City's current General Plan.

This information provided by the consultants suggests that the current land use scheme for the City of Rocklin likely has a substantial excess of industrially, and perhaps retail, zoned properties. It also suggests that a buildout planning horizon that is in excess of 130 years, given historic absorption rates and amount of undeveloped acreage in the various land use categories, may be impractical for transportation planning purposes. Over this very extended planning horizon we can expect substantial technological changes that would, most likely, change the way we would plan today. In addition, it is likely that those land use categories (e.g., industrial and retail) excessive would be amended to bring the overall land use scheme for the City into balance. This future scheme, however, would be based on market conditions and the desires of the community well beyond the City's current planning horizon of 2010.

Based the general consensus of the Planning Commission and City Council at the March 30, 1993 community meeting concerning the North Rocklin Traffic Study, City staff has worked with representatives of DKS Associates and Recht-Hausrath Associates to determine a more reasonable planning horizon for transportation planning purposes here in the City of Rocklin. It was suggested that we focus on residential development, which could be more realistically and accurately forecasted, as a basis for our transportation planning. The year 2020, which represents 89% of residential buildout (i.e., approximately 24,000 dwelling units), was determined to be a point in time that would provide a reasonable planning horizon for transportation planning purposes for the City.

II. Summary of DKS Associates Technical Memorandum dated April 14, 1993

A. Base Circulation Plan

The Technical Memorandum prepared by DKS Associates, dated April 14, 1993 supplements the final North Rocklin Traffic Study dated March 19, 1993. The memorandum suggests that the large amount of retail and industrial land in the City of Rocklin may never be absorbed in that manner. It suggests further that planning for full buildout, based on the current land use scheme, would involve planning for some major roadway improvements which may never be required.

As compared with buildout, the technical report suggests that 2010 may be to short-sided for planning purposes. It is indicated in the memorandum that at year 2010 the City of Rocklin is expected to only absorb 68% of its residentially zoned land. The year 2020 suggested in the report for use in planning Rocklin's future transportation system and for updating its Circulation Element would acknowledge 89% of expected of residential buildout in Rocklin, plus very "aggressive" estimates of capture rate for retail and industrial projects in the City of Rocklin. The existing levels of development as well as the proposed levels of development at 2010, 2020 and at buildout are listed in the Technical Memorandum in Table 1, page 3. The relative high level of residential absorption and aggressive capture rates for non-residential uses should assure conservative transportation requirements for the City of Rocklin.

The year 2020 development estimates were used by DKS Associates when running the Rocklin travel model to determine the year 2020 travel demand levels and the necessary roadway improvements. In addition, DKS Associates considered two primary objectives in suggesting appropriate roadway improvements for the City of Rocklin at year 2020 as follows:

1. Provide acceptable levels of service on Rocklin's arterial /collector roadway system through the year 2020.
2. Minimize traffic levels on those collector roadways that have residential frontage in the City of Rocklin.
3. The base circulation plan suggested by DKS Associates is indicated on Figure 4, page 8, of the Technical Memorandum. It should be noted that the base circulation plan indicated in that figure also includes all of the projects on Rocklin's current Circulation Element for it's General Plan (see Figure 3) key elements of the base circulation plan as described in the report are as follows:
 - a. Pacific Street/Railroad Avenue one-way couplet.
 - b. New I-80 overpasses.
 - c. Widen Rocklin Road at I-80.
 - d. Elimination of a portion of Rocklin Road Extension.
 - e. Extension of Yankee Hill Road to the Summit Project
 - f. Sunset West Circulation Plan.

- g. Connection of Rawhide Road to the Clover Valley Lakes Project.
- h. Widen Pacific Street to Sunset Boulevard.
- i. Improvements to the Stanford Ranch Road/Five Star Boulevard intersection.

B. Alternatives to Base Circulation Plan

In addition to suggesting a base circulation plan for purposes of the North Rocklin Traffic Study Circulation Element and as the proposed project description to be analyzed in the North Rocklin Traffic Study Environmental Impact Report, DKS Associates suggested certain other transportation planning alternatives that should also be considered in the Environmental Impact Report. These alternatives to the base circulation plan are described in the Technical Memorandum on page 13 and listed as follows:

- 1. An alternative connection to the Summit project involving an extension to Dominguez Road instead of Yankee Hill Road.
- 2. Alternatives to the one-way couplet involving difficult improvements to Pacific Street intersections at Midas Avenue and Rocklin Road.
- 3. An alternative circulation system for the Sunset West Area involving a more direct extension of west Oaks Blvd. extending to the blue oaks Blvd. Interchange.

C. Long-Range Planning Options

DKS Associates also suggest in its Technical Memorandum that in addition to the alternative improvements suggested in the proposed base circulation plan, that the City of Rocklin may want to address preserving certain long-range transportation planning options that were developed as part of the North Rocklin Traffic Study. It is suggested in the Technical Memorandum that these projects or concepts be described in the City's Circulation Element so that future development proposals involving these options would trigger there further consideration. These long-range planning options are options that may be desirable well after the year 2020. The long-range planning projects are described on page 15 of DKS Associates Technical Memorandum and are listed as follows:

1. The "ring road" concept described in the North Rocklin Traffic Study which essentially provides for a roadway around the western, northern, and eastern portions of the City.

2. A full extension of Rocklin Road. As discussed in the memorandum, the base circulation plan, which addresses roadway need in the City of Rocklin at the year 2020, does not require a full extension of Rocklin Road to Whitney Boulevard. However, it may be desirable to keep the option open at some future date beyond 2020 to fully extend Rocklin Road to Whitney.

D. Projects That Could Be Dropped From Consideration

The DKS Associates memorandum describes on page 17 and lists in Table 3 at the end of the memorandum certain projects that were developed as part of the North Rocklin Traffic Study that would not be needed to satisfy the study objectives mentioned earlier in this staff memorandum for the year 2020 with respect to transportation planning in the City of Rocklin.

E. Summary

In summary, the DKS Associates Technical Memorandum that was prepared in conjunction with City staff, recommends the following:

1. Using the year 2020 for transportation planning purposes in the City of Rocklin.
2. A base circulation plan as described in the memorandum for the year 2020.
3. Certain alternative improvements to the base circulation plan that should be considered in the North Rocklin Traffic Study environmental impact report.
4. Some long-range transportation planning options that should be addressed in the City's Circulation Element update.

Besides the Technical Memorandum from DKS Associates concerning the North Rocklin Traffic Study, staff has also attached a copy of a letter from the law offices of Gregory D. Thatch, dated April 9, 1993. This letter generally indicates support for including the E-2 alignment within the Sunset West area as part of the base circulation plan. Please note that the base circulation plan described in the DKS Associates Technical Memorandum does include this alignment in the base circulation plan. However, because of certain long-range circulation benefits that may be attributable to the E-3 alignment, it is suggested that this other alignment be included in the alternatives analysis of the project environmental impact report.

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**TECHNICAL MEMORANDUM DATED
APRIL 14, 1993 FROM DKS ASSOCIATES**

8950 Cal Center Drive, Suite 340

Sacramento, CA 95826-3259

Phone: (916) 368-2000

Fax: (916) 368-1020

TECHNICAL MEMORANDUM

TO: Terry Richardson, Community Development Director
David Woltering, Principal Planner

FROM: John P. Long, P.E., DKS Associates

DATE: April 14, 1993

RE: Base Circulation Plan for North Rocklin Traffic Study

P92166-27/SA

At the March 30, 1993 Community Meeting on the North Rocklin Traffic Study, DKS Associates and City staff received input from the public and from a joint workshop of the Planning Commission and City Council. During the workshop, the Commission and Council were asked to provide guidance on the appropriate year that should be used for the evaluation of roadway needs in North Rocklin, and ultimately for an update to the City's Circulation Element of the General Plan. In response to that meeting, this technical memorandum outlines the following:

- A recommendation from DKS and City staff on the planning year and level of development that should be used for the analysis of Circulation needs; based on the guidance received from the Planning Commission and City Council.
- Estimates of development within the City of Rocklin for the recommended planning year.
- Identifications of a set of roadway improvements that would meet the study objectives (i.e., acceptable levels of service and lower traffic volumes on collector roadways with residential frontage) for the recommended planning year. This set of projects could form the "Base Circulation Plan" for an update of the Circulation Element and thus the "proposed project" for an EIR on that update.
- Identification of those improvements that should be tested in the EIR as alternatives to the projects on the Base Circulation Plan.
- Identifications of projects that are not needed for the development levels estimated for the planning year, but should be considered for inclusion in the City's Circulation Element to preserve options for long-range planning.

MEMORANDUM

April 14, 1993

Page 2

Recommended Planning Year

The North Rocklin Traffic Study evaluated transportation issues and needs under full development of Rocklin assuming the land uses allowed under the City's General Plan. The study indicates that residential development in the City could be fully developed in 30 to 35 years, while non-residential uses would take much longer to be fully developed. The land use economic consultant for the study, Recht Hausrath and Associates, found that Rocklin's retail and industrial land could take about 60 and 130 years respectively to be fully absorbed; if they ever do fully develop given the extensive amount of non-residential land available in South Placer County. The transportation and economic analysis indicates that the large amount of retail and industrial development at buildout must draw from a very large market area, and would thus cause heavy traffic demands at the "gateways" to the City, particularly the Rocklin Road/I-80 interchange. Thus by planning for full buildout, the City must plan for some major roadway improvements which may never be required.

On the other hand, DKS has found that planning for the year 2010, the planning year used in the City's General Plan, may be too short-sighted for the following reasons:

- Residential development in Rocklin, which is expected to maintain a strong absorption rate for years to come, would be only 68 percent developed by 2010.
- With few exceptions, the roadway improvements allowed under the General Plan would provide acceptable traffic operations at 2010. But shortly after 2010, some major improvements will be needed, particularly near I-80; and thus should be planned for now so that right-of-way can be preserved.

Therefore, the City staff asked the Planning Commission and City Council at the March 30, 1993 Community Meeting to provide guidance on the appropriate year, or level of development, that should be used to evaluate roadway needs in North Rocklin. The Commission and Council generally agreed that the year 2010 may be too short of a planning horizon, and that a planning year between 2015 and 2025 would be appropriate.

Based on this guidance, DKS and the City staff recommend that the year 2020 be used for planning Rocklin's future transportation system and for updating its Circulation Element.

Year 2020 Development Estimates

Table 1 and 2 and Figures 1 and 2 summarize the residential and non-residential development levels for 1992, 2010, 2020 and buildout of the City. The year 2010 development levels were estimated by City staff and assume that 80 percent of the 1.15 million square feet in the proposed Rocklin Mall would be occupied by 2010, plus about 2 million square feet of other retail uses would develop. These estimates involve an "aggressive" capture rate of the total retail development projected for South Placer County by 2010.

Figure 1
Rocklin Residential Land Use

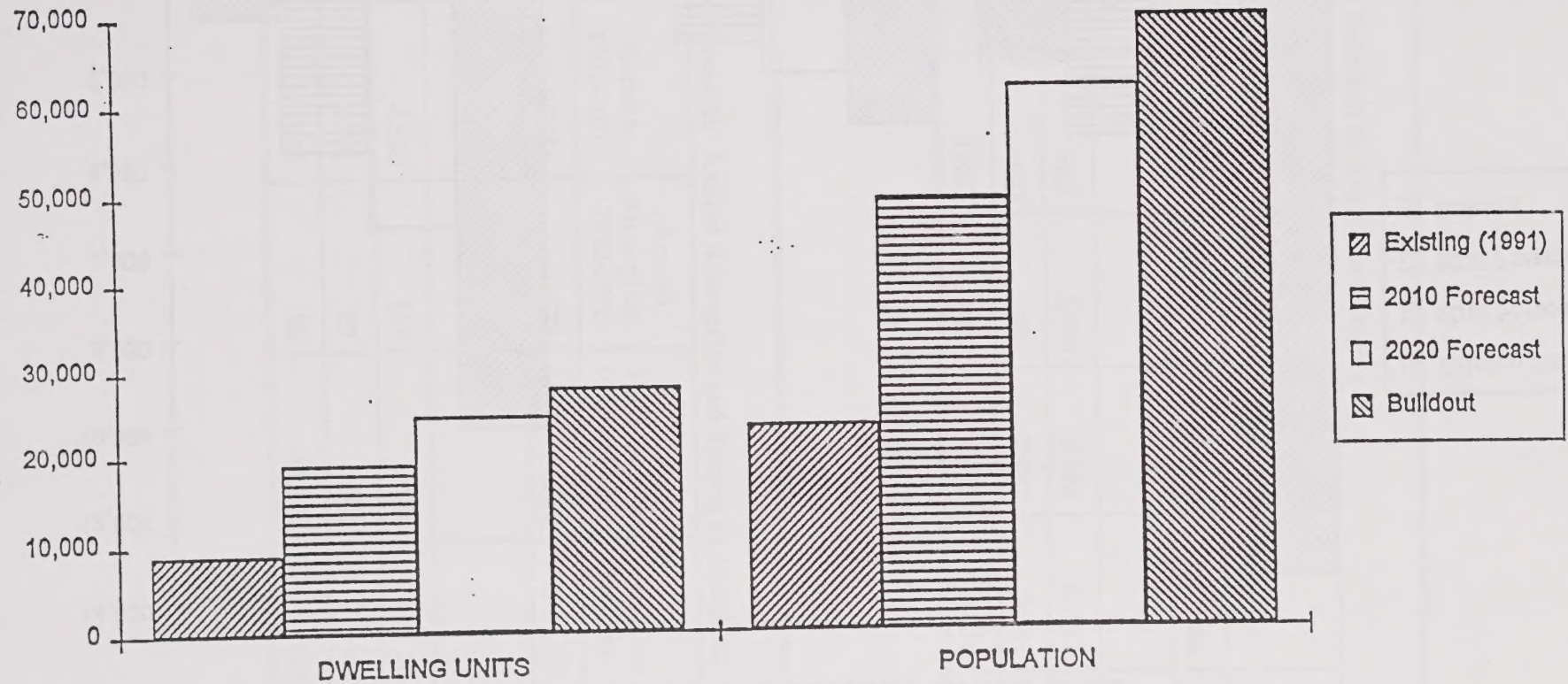


Figure 2
Rocklin Non-Residential Land Use

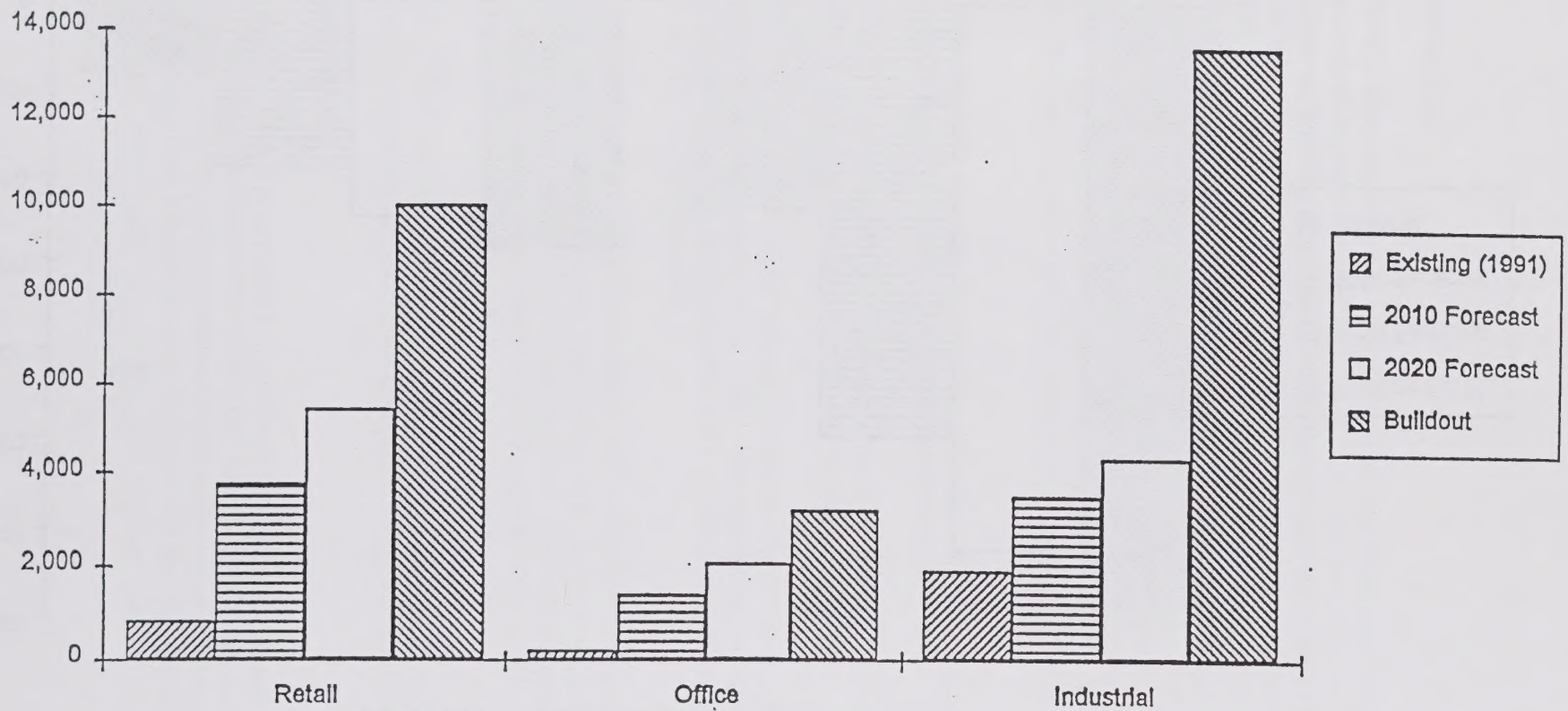


Table 1 Rocklin Development Potential by Land Use Category					
Land Use	1992	2010	2020	Buildout	2020 as Percent of Buildout
Residential	8,568 du	18,861 du	24,584 du	27,778 du	89%
Non-Residential (thousands of gross square feet)					
Retail	825	3,780	5,414	10,011	54%
Office	182	1,394	2,063	3,191	65%
Industrial	1,890	3,477	4,353	13,838	31%

Table 2 Rocklin Development Potential: Annual Absorption and Timing of Buildout					
Land Use	Growth 1992-2020	Annual Absorption 1992-2020	Total Growth 1992-Buildout	Years to Buildout	Year at Buildout
Residential	16,016	572	19,210	34	2026
Non-Residential (thousands of gross square feet)					
Retail	4,589	164	9,186	56	2043
Office	1,881	67	3,009	45	2037
Industrial	2,463	88	11,948	134	2126

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The year 2020 development levels were estimated by assuming that the aggressive absorption rates between 1992 and 2010 would continue through 2020. They indicate that residential development would be about 89 percent absorbed by 2020, while retail and office development would be about 54 percent and 65 percent absorbed, respectively. Industrial space is expected to be only 31 percent absorbed by 2020, despite the assumption that Rocklin will capture a substantial amount of the projected industrial development in South Placer County.

Analysis of 2020 Roadway Needs

The new Rocklin travel demand model was used to test how combinations of the alternative projects in the North Rocklin Traffic Study would accommodate year 2020 travel demand levels. The objectives of this analysis are as follows:

- provide acceptable levels of service on Rocklin's arterial/collector roadway system through the year 2020.
- minimize traffic levels on those collector roadways that have residential frontage.

This analysis grouped the projects into categories that generally indicate the desirability of including an improvement in the City's Circulation Element. These categories are discussed below.

Base Circulation Plan-Year 2020

The first set of projects are recommended to be included on the "Base Circulation Plan" for the update of the City's Circulation Element for the following reasons:

- Some would resolve the anticipated level of service problems under 2020 development levels.
- Some would tend to reduce traffic at certain key collector roadways, such as portions of Midas Avenue and Argonaut Avenue.
- Some would provide improved circulation in some of the high growth areas of the City.

It must be noted that the "Base Circulation Plan" also includes all of the projects on Rocklin's Current Circulation Element of its General Plan (see Figure 3). The proposed additional projects on the "Base Circulation Plan" are shown in Figure 4. They include several of the alternative projects from the North Rocklin Traffic Study; yet they involve less extensive improvements to the Rocklin Road/I-80 interchange compared to those considered for full buildout development levels. These projects are as follows:

- Pacific Street/Railroad Avenue One-way Couplet. This improvement would create a one-way couplet using Pacific Street for eastbound traffic and Railroad Avenue for westbound traffic. This couplet could begin and end at a variety of locations with transition sections between Pacific Street and Railroad Avenue. The project that was

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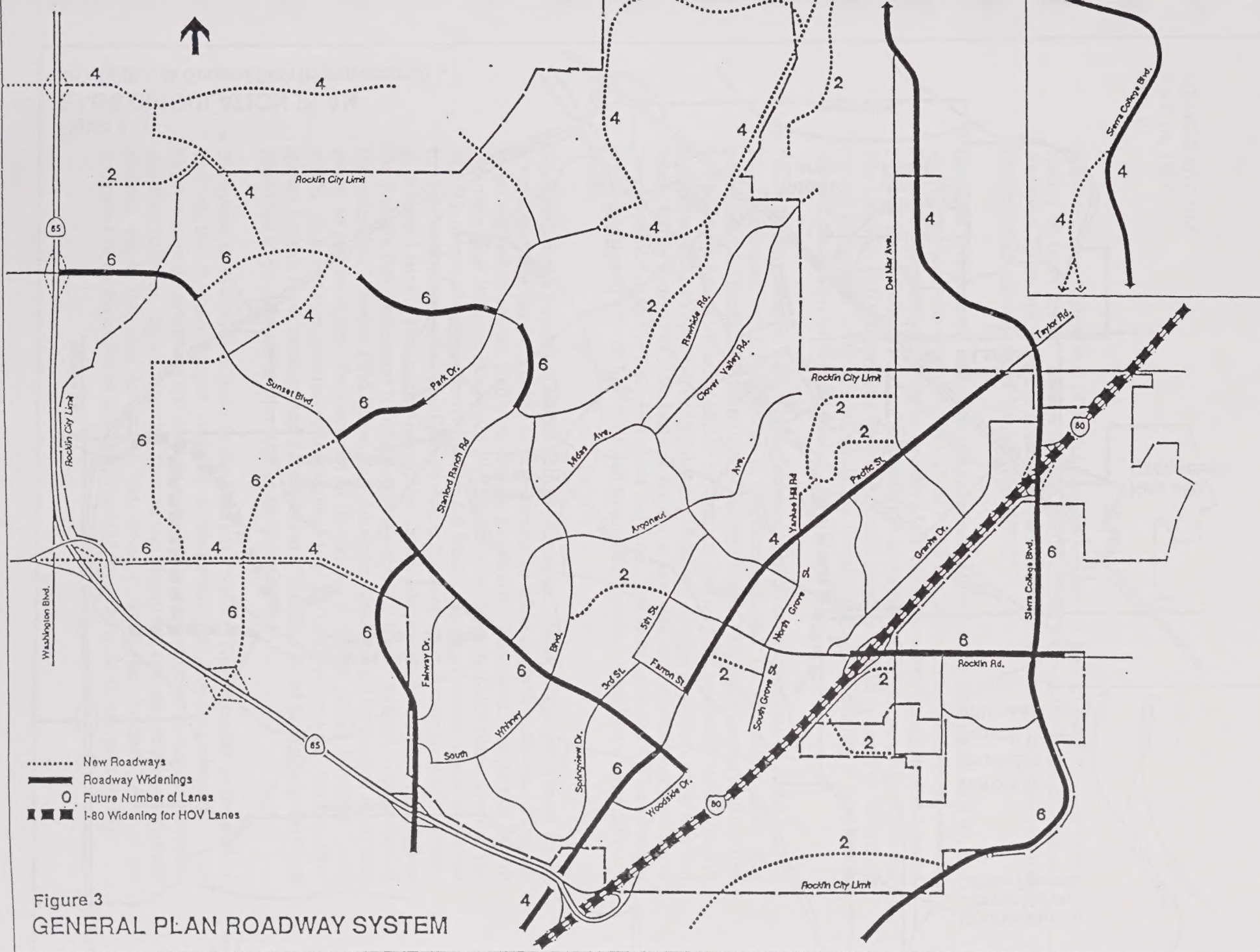
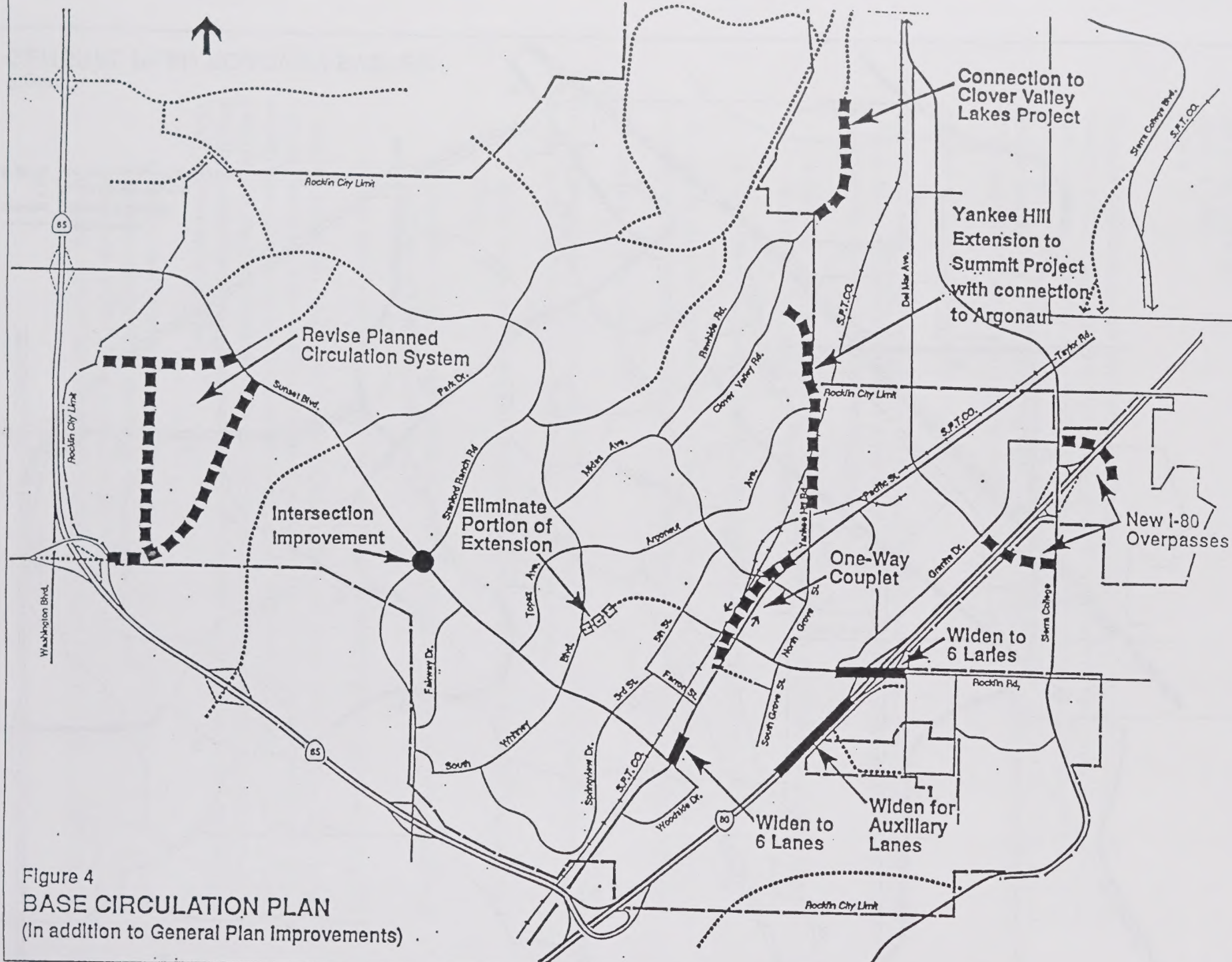


Figure 3
GENERAL PLAN ROADWAY SYSTEM



MEMORANDUM

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evaluated would begin east of Midas Avenue and extend west of Rocklin Road to the vicinity of Bush Street. Such a couplet would extend beyond the limits of Railroad Avenue. There are several possible transition sections east of Midas Avenue; or the couplet could extend east of Yankee Hill Road.

- **New I-80 Overpasses.** These two improvements involve new overpasses of I-80; one would connect Dominguez Road north of I-80 with Sierra College Boulevard south of I-80 at the proposed entrance to Rocklin Mall; while the other would connect Granite Drive at Sierra College north of I-80 with the north side of the proposed Rocklin Mall. The Dominguez Road overpass would be needed to relieve traffic volumes on the critical section of Rocklin Road at I-80, while the Granite Drive overcrossing is intended to improve circulation to Rocklin Mall.
- **Widen Rocklin Road at I-80.** This improvement involves a reconstruction of the Rocklin Road underpass to I-80 so that it can accommodate six (6) traffic lanes plus pedestrian/bike facilities on both sides of Rocklin Road. This improvement could be tied to a potential future widening of I-80 by Caltrans, and may not be needed until 2010, but right-of-way should be preserved for this improvement. Unlike conditions under buildout levels, traffic demand at 2020 will not require a new on-ramp to allow two westbound "merge points" onto the I-80 westbound mainline. The existing ramps will be adequate if I-80 is widened west of Rocklin Road to provide "auxiliary lanes" for on and off ramp traffic.
- **Elimination of a Portion of Rocklin Road Extension.** Under 2020 development levels, it was found that the full Rocklin Road extension to Whitney Boulevard does not appear to be needed to relieve traffic on Sunset Boulevard. Therefore, the portion of this extension near Whitney Boulevard could be eliminated in the 2020 plan. The analysis of full buildout of the City found that the full Rocklin Road extension would be needed to allow acceptable traffic operations on Sunset Boulevard and Pacific Street. Therefore, as discussed later in this memorandum, the City should preserve the option to complete the Rocklin Road extension to Whitney Boulevard, if it is ever needed. The portion of the extension between Fifth Street and Antelope Creek would be needed to provide access to proposed new development in that area. A bridge across Antelope Creek would not have to be constructed to accommodate 2020 traffic demands. But the right-of-way for this creek crossing and the extension of Rocklin Road to Whitney should be preserved to provide options for long-range planning.
- **Extension of Yankee Hill Road to the Summit Project.** This extension to the eastern end of the Summit project includes a connection to Argonaut Avenue. This improvement would reduce traffic demand on Midas Avenue between Argonaut Avenue and Pacific Street. By utilizing the Yankee Hill alignment, the connection to Argonaut Avenue would not tend to attract "cut through" traffic on Argonaut Avenue (as compared to an extension of either Sierra Meadows Drive or Dominguez Road).

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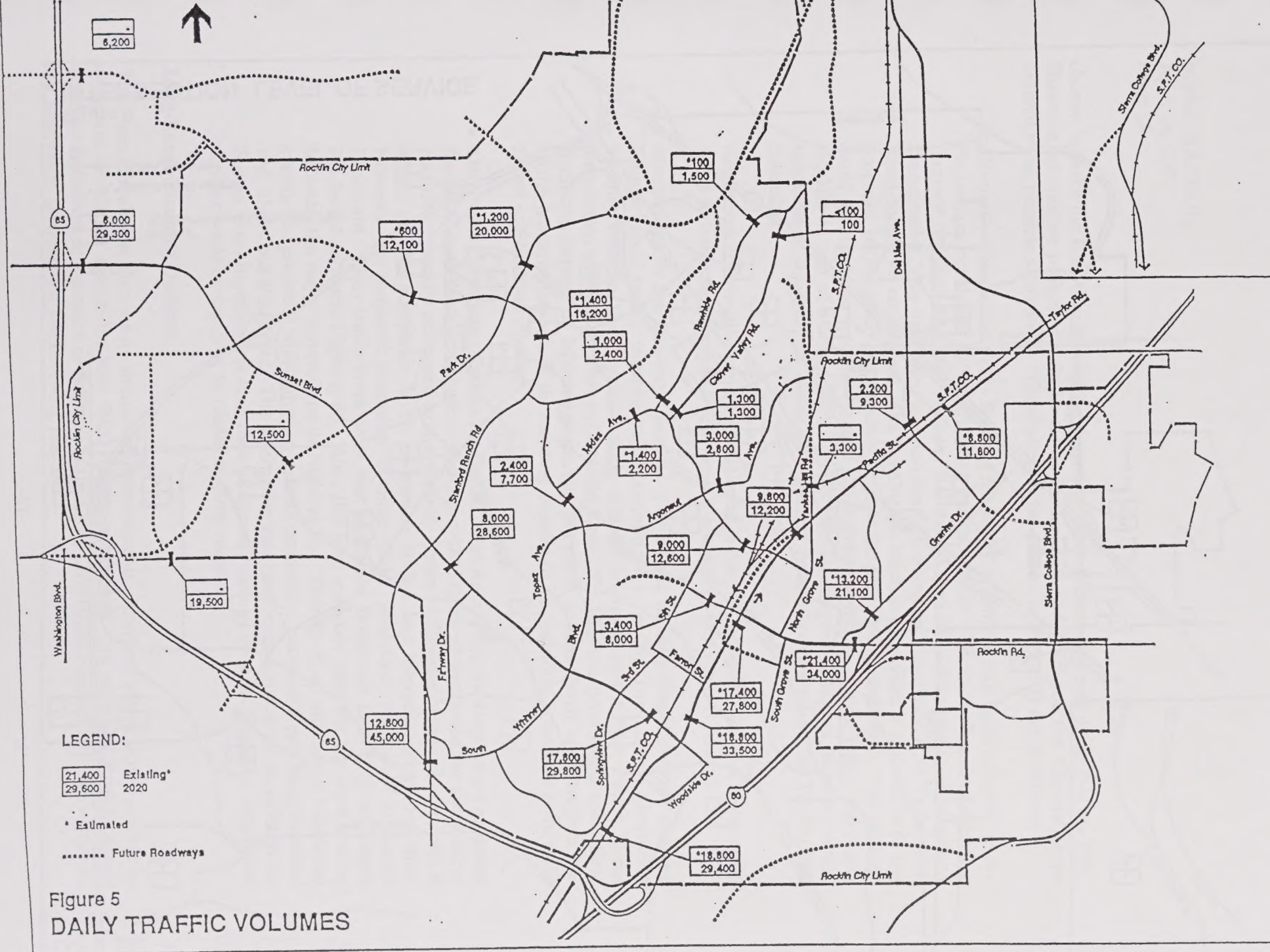
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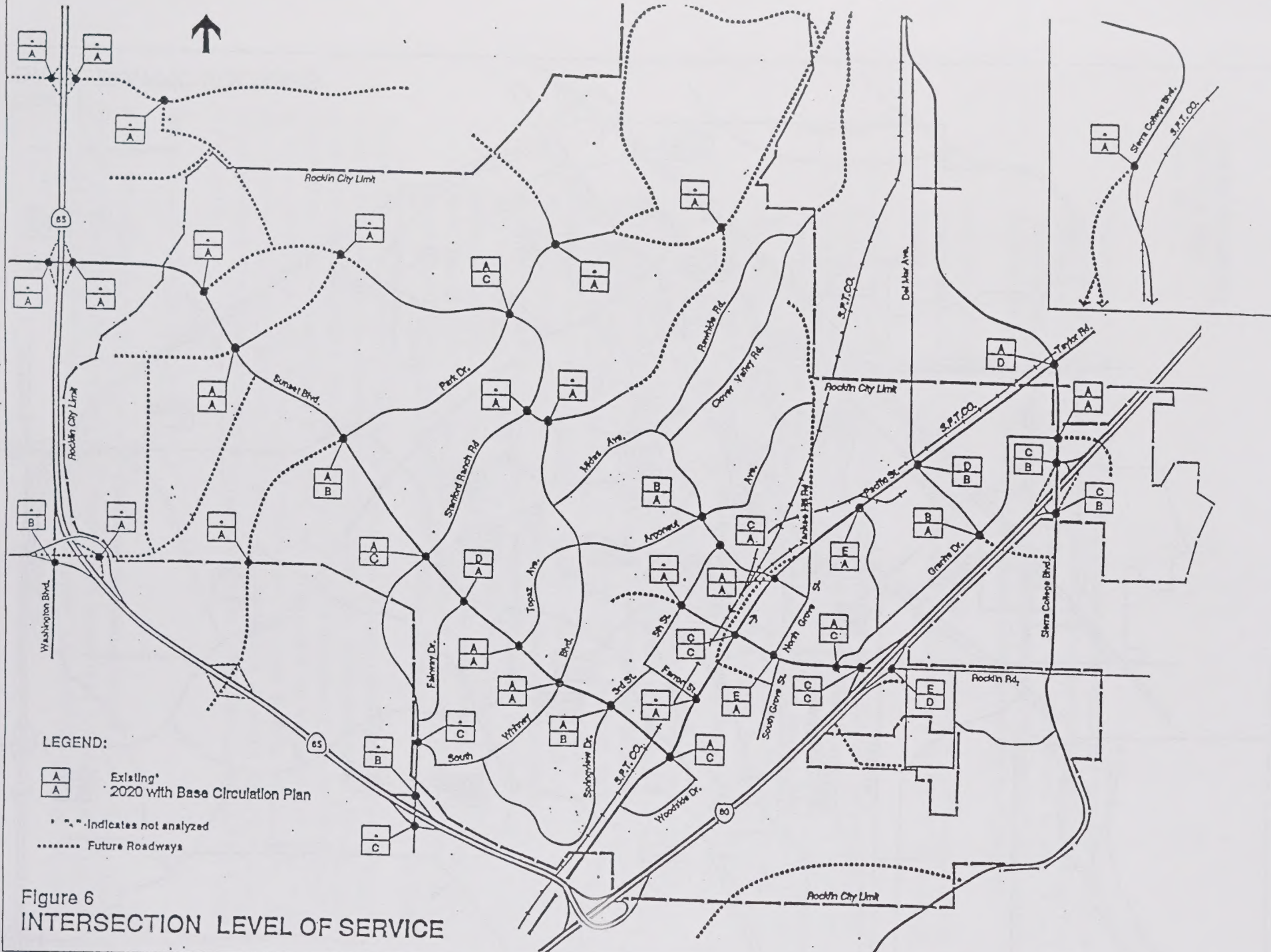
- **Sunset West Circulation Plan.** These improvements reflect the proposed circulation system for the Sunset West development that involves a revised circulation system from that shown in the City's General Plan. It calls for a connection between Sunset Boulevard and the Blue Oaks Boulevard interchange with Highway 65 that is generally parallel with the proposed Park Drive/Pleasant Grove connection to Highway 65.
- **Connection of Rawhide Road to the Clover Valley Lakes Project.** This connection was proposed by City staff to improve overall circulation between the Clover Valley Lakes project and the rest of Rocklin.
- **Widen Pacific Street Near Sunset Boulevard.** The City's current General Plan allows Pacific Street to be widened to six (6) lanes between the Roseville City Limits and Sunset Boulevard. To accommodate 2020 traffic demand levels, Pacific Street for several hundred feet east (northeast) of Sunset Boulevard should also be widened to six (6) lanes, instead of four (4) allowed under the General Plan. This limited additional widening was included in the improvements to the Pacific Street/Sunset Boulevard intersection that was discussed in the North Rocklin Traffic Study (Project D3).
- **Stanford Ranch Road/Sunset Boulevard Intersection Improvement.** In addition to roadway improvements described above, the intersection of Stanford Ranch and Sunset Boulevard would also need to be improved to accommodate 2020 development levels; but not as much, or to the extent required under buildout development levels. Therefore, this improvement appears to be feasible. The existing geometry of this intersection consists of single left turn lanes, two throughs, and exclusive right turn lanes from all four approaches, with the exception of southbound Sunset Boulevard, which has a second left turn lane. It is assumed that by 2020, Sunset Boulevard will have been widened to a six lane facility. Based on this assumption, the proposed geometry of the intersection in 2020 consists of dual left turn lanes, three throughs, and exclusive right turn lanes from both directions of Sunset Boulevard. The only change required to the geometry of Stanford Ranch Road is the addition of a second eastbound left turn lane.

Figure 5 shows the forecasted daily traffic volumes on the major street system of North Rocklin under 2020 development levels with the Base Circulation Plan, which assumes full implementation of the improvements allowed under the General Plan shown in Figure 3, plus the recommended projects described above and shown in Figure 4. Figure 6 presents the projected peak hour levels of service in the year 2020 for the major intersections in North Rocklin assuming that the improvements in Figures 3 and 4 are constructed. It indicates that all of the major intersections would operate at acceptable levels of service in the year 2020, if the Base Circulation Plan is fully implemented.

Alternatives to the Base Circulation Plan

If the City decides that it should update its Circulation Element to include a set of improvements that will accommodate the projected 2020 development levels, then the updated Circulation Element must be evaluated in a full environmental impact report (EIR); and the City could





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choose to make the Base Circulation Plan described above as the "proposed project" in the EIR. However, alternative projects should be tested in the EIR, and DKS and the City staff have defined some possible alternatives. These alternatives (shown in Figure 7) are as follows:

- **Alternative Connection to the Summit Project.** The Yankee Hill Road extension to the Summit project should reduce traffic on Midas Avenue without causing significant "cut through" traffic on Argonaut Avenue. However, if the City wants to maintain its options for a possible "ring road" then an extension of Dominguez Road instead of Yankee Hill Road should be considered. The Dominguez extension provides a connection to the proposed I-80 overpass and, thereby, access to the proposed Rocklin Mall. This roadway could ultimately be extended beyond the Summit project to Clover Valley and North Rocklin as part of a "ring road" concept. The Dominguez extension, however, would cause more "cut through" traffic on Argonaut Avenue compared to the Yankee Hill extension.

Another alternative that could be considered in the EIR is the extension of Yankee Hill Road to the Summit project but without a connection to Argonaut Avenue.

- **Alternatives to the One-way Couplet.** The Pacific Street/Railroad Avenue one-way couplet would greatly improve traffic operations in the Old Town area. Alternative improvements to the couplet include difficult improvements to the Pacific Street intersection at Midas Avenue and Rocklin Road. These two improvements would have significant impacts on adjacent properties, but could be considered as alternatives due to the potential impacts of the one-way couplet in its transition areas between Pacific Street and Railroad Avenue.
- **Alternative Circulation System for Sunset West Area.** The roadway system proposed for the Sunset West development would provide improved circulation for the western portion of Rocklin compared to the roadway system in Rocklin's General Plan; and, it would provide acceptable levels of service at the key intersections in that area. However, its proposed extension of Blue Oaks Boulevard terminates at Sunset Boulevard. Thus traffic from areas east of Sunset Boulevard must "jog" on Sunset Boulevard to reach Highway 65. Also, this plan may not have the optimum spacing between the major connections to Highway 65. Therefore, an alternative circulation system was proposed which involves a direct connection between West Oaks Boulevard and Blue Oaks Boulevard. This alternative may have more impacts on wetlands in the Sunset West development than their proposed roadway system. However, alternative designs could be explored to minimize these impacts.

Long-Range Planning Options

The Base Circulation Plan, or its alternative improvements, described above would provide an adequate circulation system for year 2020 development levels. In addition, Rocklin should consider including some projects or concepts in the City's Circulation Element to preserve options for long-range planning for the following reasons:

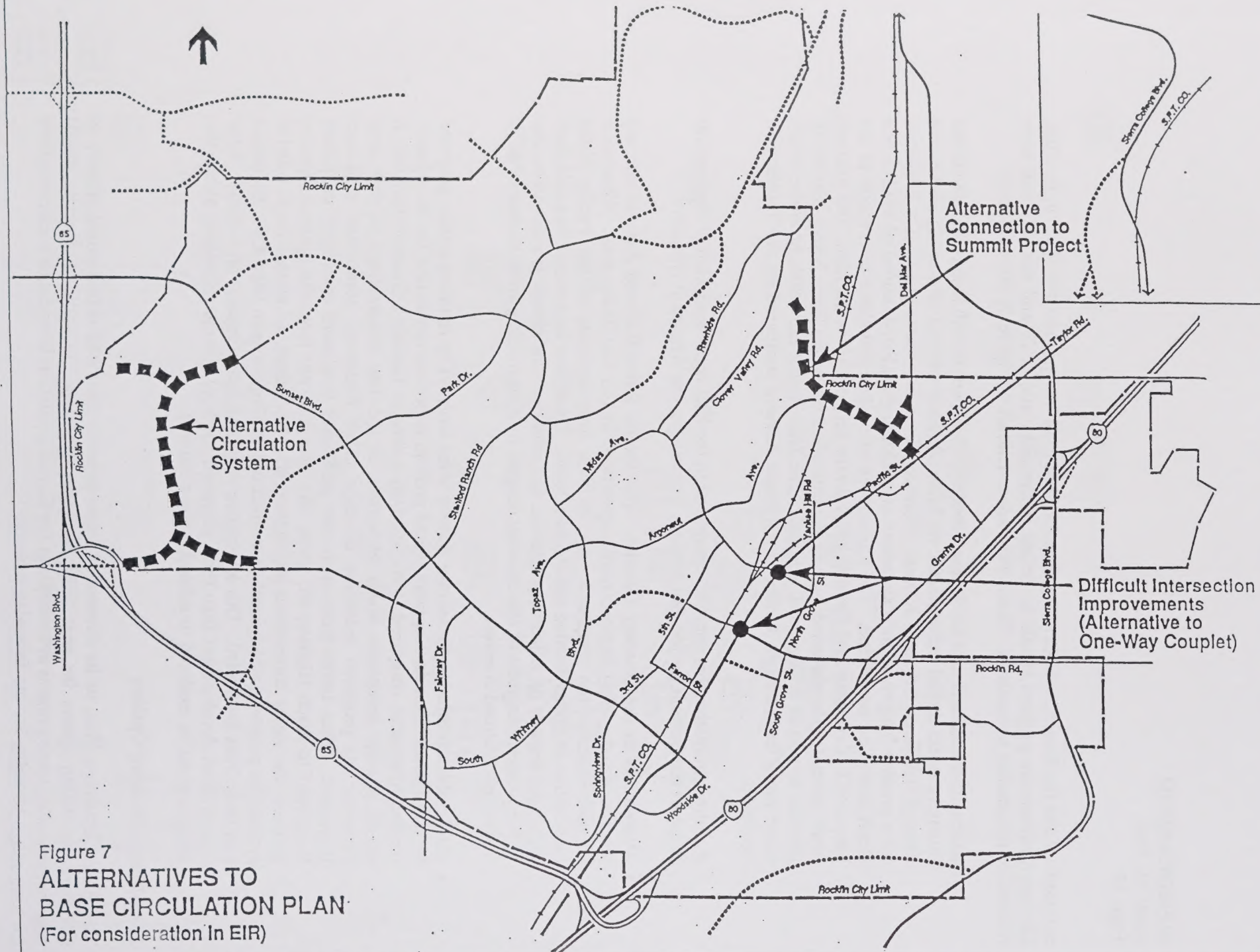


Figure 7
**ALTERNATIVES TO
 BASE CIRCULATION PLAN**
 (For consideration in EIR)

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- The travel demand forecasts for 2020 are based on the best estimates available regarding development potential under the City's General Plan. These estimates may change as the City develops.
- The City may in the future consider allowing higher densities in its planning reserves, such as the Sunset Ranchos area, or annexation of other areas.

These issues may not become apparent to the City until some time in the future. If right-of-ways are not preserved in some key locations, however, the City's options to handle these issues may be limited. For these reasons, the City should consider showing some future roadways on its Circulation Plan to reserve its long-range options, even if such roadways are not required by 2020. The key locations for these long-range planning projects are as follows:

- **Ring Road Concept** The North Rocklin Traffic Study explored the concept of a "ring road" around the western, northern and eastern portions of the City. This concept was not needed to provide adequate levels of service on Rocklin's major roadway system even at buildout of the land uses in the City's General Plan. However, the ring road concept could be considered for inclusion on the City's Circulation Element for the following reasons:
 - This concept may be needed to allow increased densities in the Sunset Ranchos area.
 - It would improve overall circulation between the northern most portions of Rocklin and other areas of the City, particularly areas along Highway 65 and I-80, by providing more direct routes.

The North Rocklin Traffic Study considered a ring road concept that would extend from the Blue Oaks interchange through the Sunset Ranchos development, and along the northern most portion of Rocklin to the Clover Valley Lakes development. From there, this concept could utilize various alignments to extend southward to Dominguez Road, and via the proposed overcrossing of I-80 to Sierra College at the entrance to the proposed Rocklin Mall. This concept is shown in Figure 8.

Also shown in the Figure 8, is an alternative concept for the ring road. This concept would utilize the Whitney Boulevard alignment through the Sunset Ranchos development and extend eastward through the Clover Valley Lakes development to Sierra College Boulevard. This concept for the ring road uses portions of Sierra College Boulevard and Highway 65 to complete the same loop formed by the other ring road concept.

- **Full Extension of Rocklin Road.** As discussed earlier under the Base Circulation Plan, the full extension of Rocklin Road to Whitney Boulevard does not appear to be needed to accommodate 2020 development levels. The analysis of full buildout of the City,

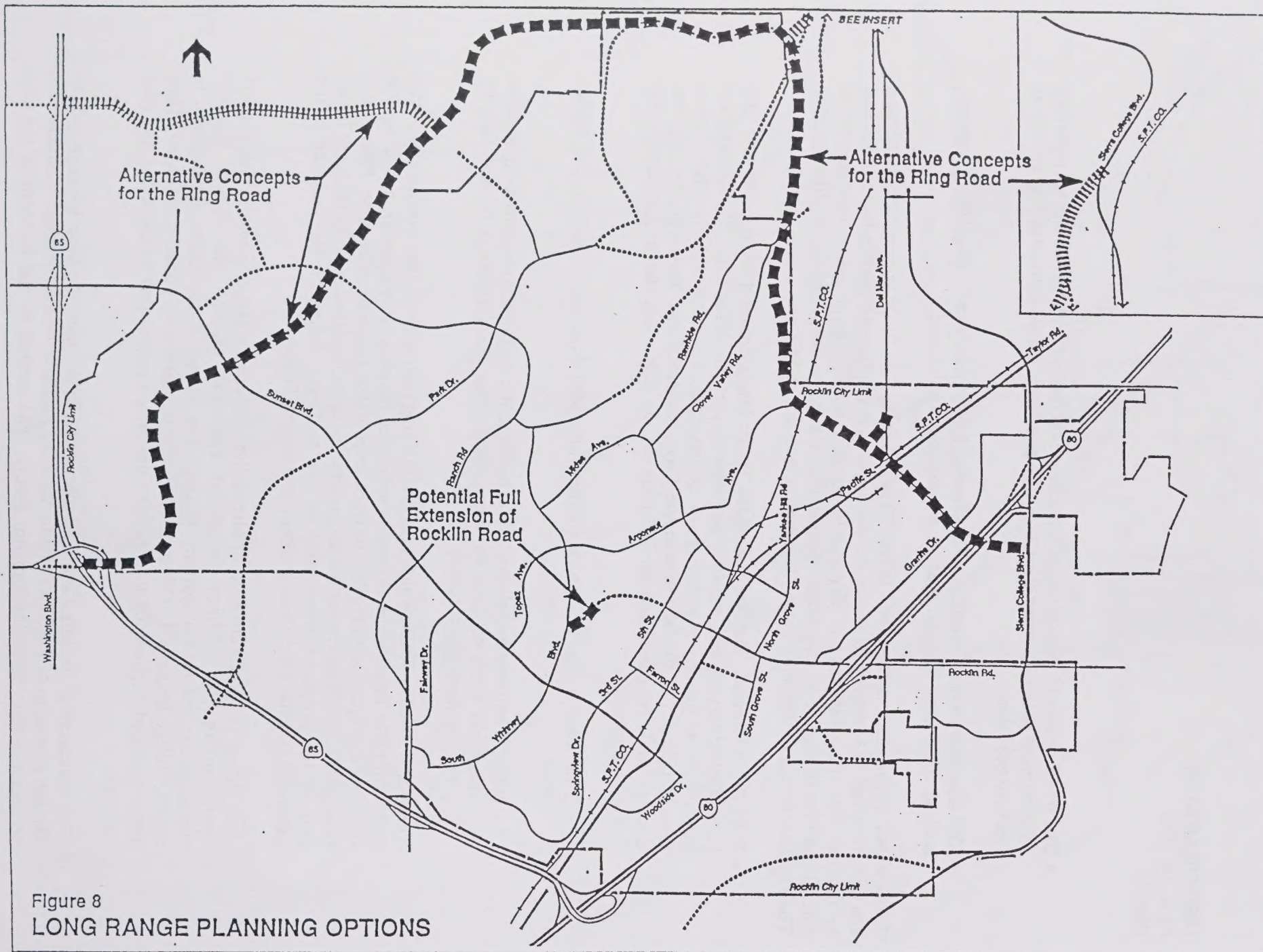


Figure 8
LONG RANGE PLANNING OPTIONS

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however, found that this full extension was needed. Therefore, the City should consider preservation of the right-of-way for a possible crossing of Antelope Creek to complete this extension if it is needed in the future.

Projects that Could be Dropped from Consideration

DKS and City staff have reviewed the alternative projects in the North Rocklin Traffic Study and categorized them based on the desirability for their inclusion in the City's Circulation Element. This memorandum has recommended a categorization of these projects into the Base Circulation Plan, alternative improvements to those in the Base Circulation Plan, as well as some long-range planning options. This categorization is shown in Table 3.

Table 3 also shows those projects that could be eliminated from further consideration in the update of the Rocklin Circulation Element.

Table 3
Categorization of the Alternative Projects in the North Rocklin Traffic Study

Alternative Project	2020 Base Circulation Plan	Alternative to Base Circulation Plan	Long-Range Planning Options	Projects Dropped from Consideration
Issue Area A - Feasible Intersection Improvements				
A-1 I-80/Sierra College WB ramp intersection improvements	X			
A-2 Pacific St./Delmar Ave. intersection improvements				X ³
A-3 Rocklin Rd./5th St. intersection improvements				X ³
A-4 Stanford Ranch/Five Star intersection improvements	X ¹			
A-5 Park Dr./Stanford Ranch intersection improvements				X ³
Issue Area B - I-80/Rocklin Rd. and Granite Dr. Area				
B-1 I-80 Overpass-Dominguez to Sierra College Blvd.	X			
B-2 I-80 Overpass-Granite Dr. to Rocklin Mall area	X			
B-3 I-80/Rocklin Rd. interchange improvement with split interchange				X
B-4 I-80/Rocklin Rd. interchange improvement with flyover ramp				X
N/A Widening Rocklin Rd. to 6 lanes at I-80	X ²			
Issue Area C - Yankee Hill/Delmar Area				
C-1 Yankee Hill Rd. ext. to Summit Project; with Argonaut connection	X			
C-2 Yankee Hill Rd. ext. to Summit Project; no Argonaut connection		X		
C-3 Argonaut Ave. ext. to Delmar Ave.				X
C-4 Yankee Hill Rd. ext. to Clover Valley; with Argonaut ext.				X
C-5 Yankee Hill Rd. ext. to Clover Valley; no Argonaut ext.				X
C-6 Sierra Meadows ext. to Clover Valley with Argonaut ext.				X

Table 3 (Continued)
Categorization of the Alternative Projects in the North Rocklin Traffic Study

Alternative Project	2020 Base Circulation Plan	Alternative to Base Circulation Plan	Long-Range Planning Options	Projects Dropped from Consideration
C-7 Sierra Meadows ext. to Clover Valley no Argonaut ext.				X
C-8 Dominguez Rd. ext. to Clover Valley with Argonaut ext.		X	X	
C-9 Dominguez Road ext. to Clover Valley no Argonaut extension				X
Issue Area D - Old Town				
D-1 Pacific St./Midas Ave. intersection improvements		X		
D-2 Pacific St./Rocklin Rd. intersection improvements		X		
D-3 Pacific St./Sunset Blvd. intersection improvements	X			
D-4 Sunset Blvd./3rd St. intersection improvements				X
D-5 One Way Couplet-Pacific St./Railroad Ave.	X			
D-6 Elimination of Rocklin Rd. ext.	X			
Issue Area E - Sunset West Area				
E-1 Sunset Blvd./Stanford Ranch Rd. intersection improvements	X ¹			
E-2 Proposed Sunset West circulation system	X			
E-3 Blue Oaks Blvd. to West Oaks Blvd. ext.		X		
Issue Area F - Stanford Ranch/Sunset Ranchos/Clover Valley				
F-1 West Oaks Blvd./Sunset Ranchos/North Rocklin ext.			X	
F-2 North Rocklin/Clover Valley/Pacific St. ext.			X	
N/A Whitney Blvd./Hwy 65 to Sierra College Blvd. Connection			X ²	

1. Regional intersection improvements would be less than those needed at full buildout.
2. Projects not considered previously in North Rocklin Traffic Study.
3. Intersection improvements not needed by 2020, but were required for full buildout.



FINAL REPORT

North Rocklin Traffic Study

prepared for

City of Rocklin

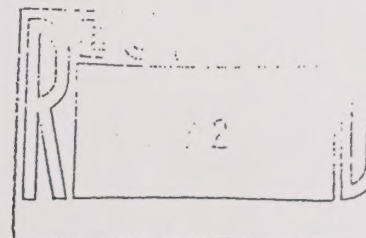
prepared by

**DKS Associates
and Associated Consultants**

March 19, 1993

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Executive Summary

Executive Summary

Study Process

The intent of the North Rocklin Traffic Study is to pose a variety of transportation planning options for community consideration and evaluate the ability, as well as desirability, of those options to accommodate traffic demands at buildout of the City. The study will evaluate options for the study area north of I-80 that include new roadway alignments, changes in intersection design, street widenings and changes to the City's land use plan. The six month study (which began in October, 1992 and will be completed in April, 1993) includes a Community Involvement Program with community meetings at three key points in the study process. The comments and questions from the public at these meeting are fully documented in this report.

Future Growth

Rocklin's population could increase from about 23,000 today to about 70,000 at buildout. The number of dwelling units in Rocklin is expected to increase from about 8,600 in 1992 to about 18,900 in 2010, or about 70 percent of the 27,800 that could be accommodated at buildout. However, for non-residential uses (retail, office and industrial uses), substantially less of the buildout development potential would be absorbed by 2010. Only about one-quarter of the industrial potential and about 40 percent of the office and retail space would likely be developed by 2010. At the average absorption pace estimated by 2010, all of the office space could be absorbed in 45 years, the retail space in 56 years and the industrial space in 134 years. Buildout of Rocklin's residential development potential fits within a more reasonable planning horizon of 34 years.

Problem Identification - City of Rocklin Buildout

Conditions under full buildout of the City of Rocklin have been used to demonstrate future traffic problems and needs, as well as to serve as a benchmark for the comparison of alternative projects. This process was used to determine what would happen in the North Rocklin area if both the land uses allowed under the General Plan are fully developed and the roadway improvements identified in the Circulation Element of the General Plan are fully implemented. The analysis of buildout of the City of Rocklin also takes into account consideration of on-going growth in the surrounding areas and region based on estimates from regional planning agencies.

The critical future traffic problems in North Rocklin can be summarized as follows:

- The worst traffic congestion under buildout of the City would occur near the Rocklin Road/I-80 interchange, with LOS "F" conditions occurring on the freeway ramps and along Rocklin Road and Granite Drive for several hours each day.

- Pacific Street between Sunset Boulevard and Del Mar Avenue (a 4 lane roadway under the Circulation Element of the General Plan) would also experience unacceptable traffic operations at buildout.
- The City's level of service policy would not be achieved at a total of 15 major intersections in North Rocklin.
- Future development in North Rocklin would increase traffic volumes on some collector roadways with residential frontage; some receiving minor increases and other significant increases.

Definition of Alternatives

To alleviate the unacceptable levels of service identified under the buildout of Rocklin's General Plan, a number of alternative projects were developed. Each alternative improvement by itself will generally affect traffic conditions in only a portion of North Rocklin. To facilitate the evaluation of these projects, North Rocklin has been divided into several traffic "issue areas", as shown in Figure E-1.

The capacity of signalized intersections are the primary control of the level of service on Rocklin's arterial/collector system. To resolve the level of service problems at the 15 critical intersections in North Rocklin, the first step would be to identify "feasible" improvements to intersections with level of service problems. Implementing "spot" improvements directly at problem locations is often preferable to constructing new roadway alignments, that may relieve traffic at a critical intersection(s), but have other impacts.

An analysis of the 15 intersections with unacceptable levels of service at buildout of the City of Rocklin indicates that "spot" intersection improvements (see Figure E-2) to solve these problems can be classified into the following categories:

Feasible Intersection Improvements - represents intersection widenings which would require no/minimal additional right-of-way or appear to have acceptable impacts on adjacent properties (i.e., impact currently vacant property).

Difficult Intersection Improvements - involve intersection widenings where impacts on adjacent properties may be significant, but may not be unacceptable, particularly when compared to the impacts of alternative new roadway alignments.

Infeasible Intersection Improvements - represents locations where right-of-way constraints are substantial or where the "maximum acceptable" improvements (i.e., widening a roadway beyond six lanes) would still not provide an acceptable level of service.

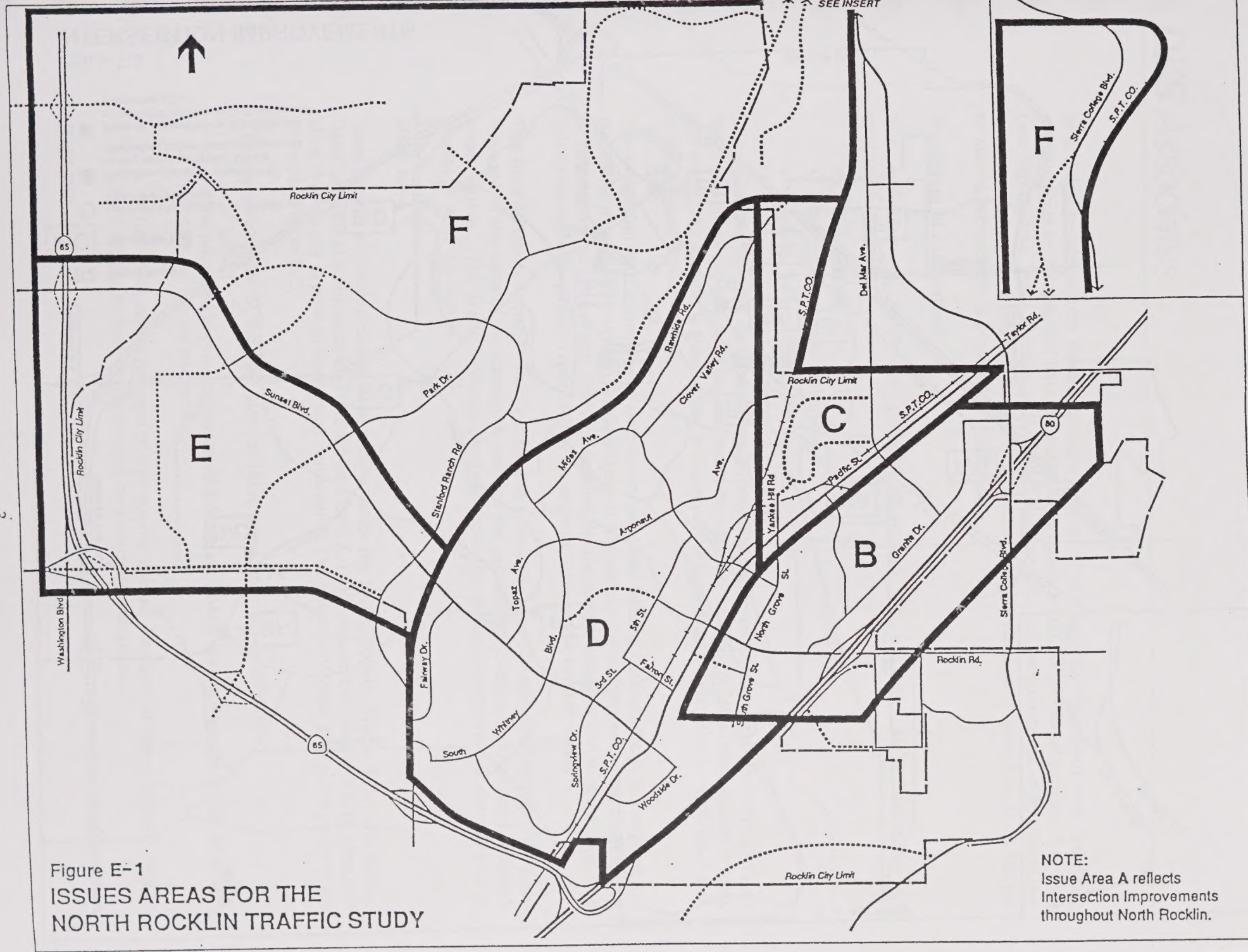


Figure E-1
ISSUES AREAS FOR THE
NORTH ROCKLIN TRAFFIC STUDY

NOTE:
Issue Area A reflects
Intersection Improvements
throughout North Rocklin.

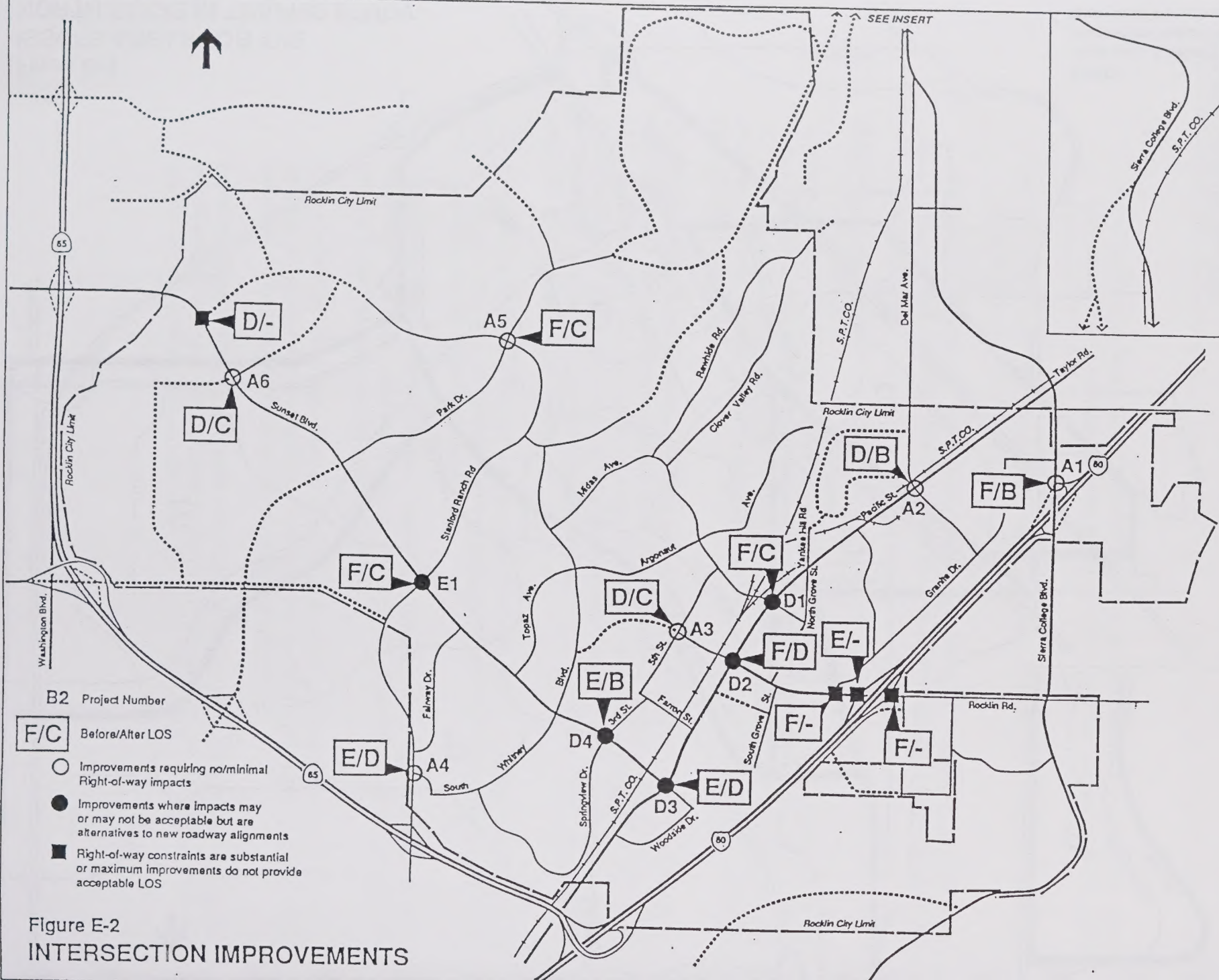


Figure E-2
INTERSECTION IMPROVEMENTS

In addition to intersection improvements, a number of new roadway alignments were identified in the various issue areas that have the potential to relieve traffic congestion at problem locations (see Figure E-3). Also, changes to the City's land use plan will be considered as an alternative to major roadway improvements to the I-80/Rocklin Road interchange in Issue Area B. A full list of alternative projects is provided in Table E-1.

Evaluation of Alternatives

The evaluation of alternative projects considered the following major categories of analysis/constraints:

- Traffic analysis
- Environmental constraints analysis
- Engineering constraints/cost analysis

The evaluation provides decision makers information on the major issues and constraints so that they can narrow the choice of projects based on potential traffic benefits, environmental impacts and costs. The analysis is summarized in this report using evaluation matrices for each issue area which focus on critical issues:

The evaluation matrix provides an overview of potential limiting environmental and engineering conditions that could occur with the development of a project and will be used by the City Council to help refine the project list. Further detailed environmental analysis will be conducted in a full environmental impact report (EIR) on projects selected for further review.

The Rocklin travel demand model (which also covers the entire Sacramento metropolitan area) was used to test each of the alternative projects and predict traffic volumes throughout Rocklin's street system. The traffic volumes resulting from the various alternatives is summarized in Appendix A of this report.

Issue Area A

Issue Area A encompasses the entire study area for the North Rocklin Traffic Study and reflects "spot" projects at six intersections throughout North Rocklin that were determined to be "feasible" since they do not appear to have major constraints. The location of these alternative projects are shown in Figure E-2.

The key conclusions of the evaluation of these alternatives are as follows:

- The proposed improvements would achieve acceptable levels of service (LOS "B" or "C") at each of the six intersections.
- While some additional right-of-way may be needed for some of these projects, they do not appear to have major impacts on adjacent development.

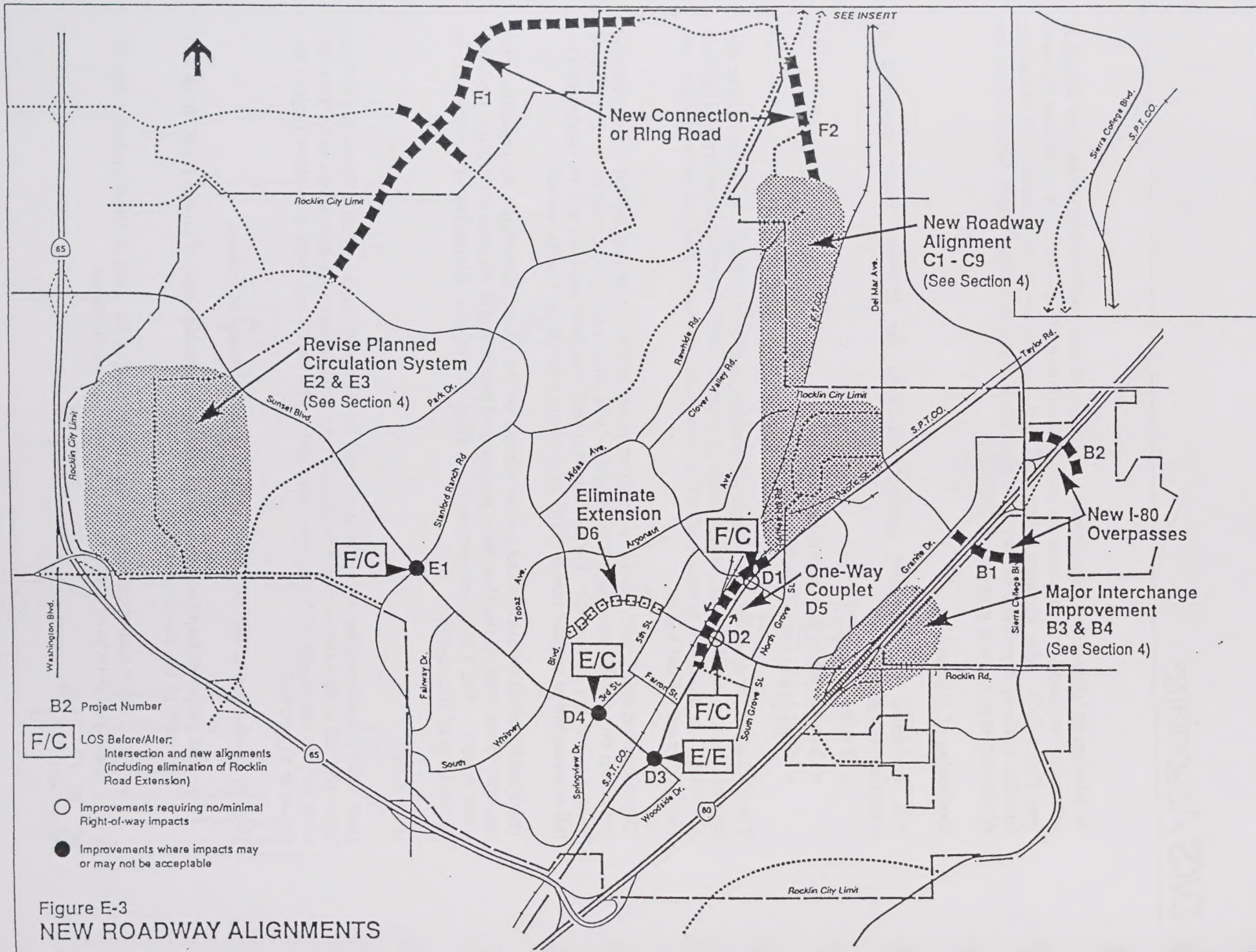


Figure E-3
NEW ROADWAY ALIGNMENTS

Table E-1

Alternative Projects - North Rocklin Traffic Study

Issue Area A - Feasible Intersection Improvements

- A-1 I-80/WB ramp intersection improvements
- A-2 Pacific Street/Delmar Avenue intersection improvements
- A-3 Rocklin Road/5th Street intersection improvements
- A-4 Stanford Ranch/Five Star intersection improvements
- A-5 Park Drive/Stanford Ranch intersection improvements

Issue Area B - I-80/Rocklin Road and Granite Drive Area

- B-1 I-80 Overpass - Dominguez to Sierra College Boulevard
- B-2 I-80 Overpass - Granite Drive to Rocklin Mall area
- B-3 I-80/Rocklin Road interchange improvement with split interchange
- B-4 I-80/Rocklin Road interchange improvement with flyover ramp

Issue Area C - Yankee Hill/delmar Area

- C-1 Yankee Hill Road extension to Summit Project; with Argonaut connection
- C-2 Yankee Hill Road extension to Summit Project; no Argonaut connection
- C-3 Argonaut Avenue extension to Delmar Avenue
- C-4 Yankee Hill Road extension to Clover Valley; with Argonaut extension
- C-5 Yankee Hill Road extension to Clover Valley; no Argonaut extension
- C-6 Sierra Meadows extension to Clover Valley with Argonaut extension
- C-7 Sierra Meadows extension to Clover Valley no Argonaut extension
- C-8 Dominguez Road extension to Clover Valley with Argonaut extension
- C-9 Dominguez Road extension to Clover Valley no Argonaut extension

Issue Area D - Old Town

- D-1 Pacific Street/Midas Avenue intersection improvements
- D-2 Pacific Street/Rocklin Road intersection improvements
- D-3 Pacific Street/Sunset Boulevard intersection improvements
- D-4 Sunset Boulevard/3rd Street intersection improvements
- D-5 One Way Couplet - Pacific Street/Railroad Avenue
- D-6 Elimination of Rocklin Road extension

Issue Area E - Sunset West Area

- E-1 Sunset Boulevard/Stanford Ranch Road intersection improvements
- E-2 Proposed Sunset West circulation system
- E-3 Blue Oaks Boulevard to West Oaks Boulevard extension

Issue Area F - Stanford Ranch/Sunset Ranchos/Clover Valley

- F-1 West Oaks Boulevard/Sunset Ranchos/North Rocklin extension
- F-2 North Rocklin/Clover Valley/Pacific Street extension

E-3, F-1, F-2, C-5 (or C-6) and D-1 - Ring Road Concept

Issue Area B

Issue Area B represents the portion of Rocklin along I-80 between the Sierra College Boulevard and Rocklin Road interchanges, as well as the area along Granite Drive (see Figure E-1). The key traffic problems in this issue area under full buildout are as follows:

- Substantial traffic congestion would occur at the I-80/Rocklin Road interchange. This congestion would occur not only at the intersections of Rocklin Road and the I-80 on and off ramps, but also on the westbound on and eastbound off ramps themselves due to traffic volumes exceeding the capacity of the "merge" and "diverge" points with mainline I-80. LOS "F" conditions are projected to occur for several hours each day for the whole interchange area.
- Substantial congestion would also occur at the Rocklin Road/Granite Drive intersection, with LOS "F" conditions anticipated for several hours each day.

The alternative projects in Issue Area B, shown in Figure 3, are summarized as follows:

- Projects B1 and B2 involve new overpasses of I-80 connecting either Dominguez north of I-80 and Granite Drive north of I-80 respectively with the areas east of I-80 near the location of the proposed Rocklin Mall.
- Project B3 involves a major improvement to the Rocklin Road/I-80 interchange. This interchange concept includes a "split" interchange with a "braiding" of the existing westbound off-ramp and a new westbound on-ramp.
- Project B4 is a "flyover" ramp to allow westbound traffic on Rocklin Road to have direct access to I-80 and thereby relieving traffic volumes and congestion at the I-80 ramp intersections with Rocklin Road.

An alternative to projects B1 through B4 could involve a change in Rocklin's land use plan to reduce demand at the I-80/Rocklin Road interchange. The majority of the growth in travel demand on the critical movements in the interchanges can be traced to the substantial amount of non-residential development allowed under the General Plan north of Rocklin Road between I-80 and Pacific Street. The residential and industrial development potential far exceeds local residential development potential, and the resulting imbalance would cause this area to become a "regional" traffic attractor, particularly during peak hours. In this area, travel demand must be significantly reduced to eliminate (or reduce) the need for major improvements to the freeway interchange. Travel demand could be reduced by redesignating land uses types or densities that would be allowed in this area. There are many potential combinations of alternative land uses or other strategies that would reduce travel. Even with such strategies, the I-80/Rocklin Road interchange will need significant improvement by 2010; and a reconstruction of the Rocklin Road

underpass of I-80 to allow at least six lanes should be considered, potentially tied to a future widening of I-80 by Caltrans.

The key conclusions regarding the alternative improvements in Issue Area B are as follows:

- The freeway overpasses (projects B1 and B2) or the split interchange (Project B3) by themselves would not result in sufficient traffic reduction on Rocklin Road and Granite Drive or substantially reduce traffic congestion in the I-80/Rocklin Road interchange area.
- The interchange with a "flyover ramp" (Project B4) provides acceptable levels of service at the interchange, but would not relieve LOS "F" conditions at the Rocklin Road/Granite Drive intersection.
- Project B1 together with Project B3 would allow acceptable traffic operations at the interchanges and achieve LOS "E" conditions at the Rocklin Road/Granite Drive intersection.
- Each of the projects in Issue Area B may have impacts on water quality, biological resources, and/or cultural resources, but these should be mitigable.
- The major interchange improvements (Projects B3 and B4) may or may not have significant impacts on the Rocklin Square property. A design analysis with review by Caltrans would be required to determine if significant impacts can be avoided.

Issue Area C

Issue Area C represents the Delmar area of Rocklin as well as the area along a potential extension of Yankee Hill Road to either the Summit Project or to Clover Valley (see Figure E-1). This issue area includes a portion of Loomis that is west of the SP railroad tracks. The key traffic problems in this issue area under full buildout are as follows:

- Significant traffic increases would occur on collector roadways with residential frontages, including Midas Avenue and Argonaut Avenue.
- Unacceptable conditions (LOS "F") would occur at the Midas Avenue/Pacific Street intersection.

A number of new roadway alignments were considered in attempts to reduce traffic along Midas Avenue. These alternative roadway extensions involve various connections to Pacific Street, Argonaut Avenue, and Clover Valley.

The key conclusions from the evaluation of projects in Issue Area C are as follows:

- All of the projects in Issue Area C would reduce traffic demand on Midas Avenue.
- The roadway extensions that include a connection to Argonaut and connect to Sierra Meadows Drive or Delmar Avenue (Projects C3, C6 and C8) would divert the largest amounts of traffic from Midas Avenue. However, these projects would increase traffic demand on Argonaut Avenue by creating a new "cut through" route to eastern Rocklin.
- The extensions which would connect to the Summit Project and not connect to Argonaut Avenue, (Projects C2, C5, C7 and C9) would reduce traffic on Argonaut Avenue by rerouting traffic from the Summit Project.
- Projects C1 and C4, which would connect to Argonaut Avenue but utilize the Yankee Hill alignment, are predicted to reduce traffic on Argonaut Avenue since some traffic from the residential area served by Argonaut would use the Yankee Hill alignment. "Cut through" traffic is projected to be limited (as compared to Projects C3, C6 and C8 which would provide a good alternative route to Pacific Street).
- Projects C1, C2 and C3 do not extend to Clover Valley and, therefore, would not impact Clover Valley Road or Rawhide Road. Projects C4 through C7 (which extend to Clover Valley and utilize the Yankee Hill Road and Sierra Meadows Drive alignments respectively) would tend to decrease traffic on the southern portion of Clover Valley Road and have little effect on Rawhide Road. Some residents along those roads would tend to use the new extension and "cut through" traffic would be limited and would use Rawhide Road, not Clover Valley Road. Projects C8 and C9 (which extend to Clover Valley and use the Dominguez alignment) would tend to have more cut through traffic using Rawhide Road.
- Only the extensions of Sierra Meadows Drive or Dominguez Drive with connections to Argonaut Avenue (Projects C6 and C8) would reduce traffic on Midas Avenue to levels that get close to providing an acceptable level of service at the Midas Avenue/Pacific Street intersection.
- All of the alternative projects in this issue area involve either new creek crossings or widenings of existing crossings. The impacts of these crossings should, however, be mitigable.

Issue Area D

Issue Area D represents the area along Pacific Street from Midas Avenue to the City of Roseville, as well as the residential areas between Pacific Street and Stanford Ranch (see Figure E-1). The key traffic problems in this issue area under full buildout are as follows:

- Unacceptable levels of service are expected at three major signalized intersections along Pacific Street: at Midas Avenue (LOS "F"), Rocklin Road (LOS "F") and Sunset Boulevard (LOS "E"). Also the four lanes on this section of Pacific Street will not have sufficient capacity to meet the City's level of service goals.
- The intersections of Sunset Boulevard/3rd Street and Rocklin Road/5th Street would also operate at unacceptable levels of service.
- Several collector streets that have residential frontage will experience traffic increases due to the buildout of development in North Rocklin. Increases on some roadways will be minor while others will be significant.

Alternative projects include widenings of some intersections, creation of a one-way couplet to relieve portions of Pacific Street and consideration of eliminating the proposed Rocklin Road extension from the General Plan. These alternative projects, shown in Figures E-2 and E-3, are summarized as follows:

- Projects D1 through D4 involve "difficult" intersection improvements along Pacific Street at Midas Avenue, Rocklin Road and Sunset Boulevard as well as at the Sunset Boulevard/3rd Street intersection.
- Project D5 would create a one-way couplet using Pacific Street for eastbound traffic and Railroad Avenue for westbound traffic.
- Project D6 involves the proposed extension of Rocklin Road. This extension is included in the City's current General Plan and, therefore, was included in the evaluation of the "base" network for buildout conditions. In the Community Involvement Program of the North Rocklin Traffic Study, some people have requested the removal of the extension from the City Circulation Element. This alternative project involves that removal.

The key conclusions about the alternative projects in Issue Area D are summarized as follows:

- Of the four intersection projects, the improvements at Pacific Street/Midas Avenue and Sunset Boulevard/Third Street (Projects D1 and D4) would provide acceptable levels of service at those intersections, while those at Pacific Street/Sunset Boulevard and Pacific Street/Rocklin Road (Projects D2 and D3) would only provide LOS "D" conditions. The intersection improvement would all have significant impacts on adjacent development.
- Project D5, the one-way couplet would provide acceptable levels of service at the Midas Avenue and Rocklin Road intersections on both Pacific Street and Railroad Avenue and thereby improving traffic flow in the Old Town area.

- The one-way couplet would impact properties at the transition points at the ends of the couplet, but the couplet could provide additional room for landscaping and/or parking along Pacific Street.
- The elimination of the Rocklin Road extension would not increase traffic substantially on Midas Avenue; but it would result in significant increase on Sunset Boulevard and Pacific Street. These increases would worsen the level of service at the Sunset Boulevard/Pacific Street intersection to LOS "E" despite intersection improvement D3.
- The Rocklin Road extension would have some impacts due to a creek crossing and adjacent development, but these should be mitigable. Removal of the extension from the General Plan would have positive environmental impacts compared to those under the General Plan.

Issue Area E and F

Issue Area E represents the undeveloped western portion of Rocklin, primarily the proposed Sunset West development (see Figure E-1). Issue Area F is the northern portion of Rocklin, including Stanford Ranch and the proposed Sunset Ranchos development. The key traffic problems in Issue Area E under full buildout are as follows:

- Unacceptable levels of service would occur along Sunset Boulevard at three major intersections: the two intersections with Stanford Ranch Road and the intersection with West Oaks Boulevard.
- The General Plan roadway system's proposed connections to the Blue Oaks Boulevard/Highway 65 interchange are redundant with the proposed Park Drive/Pleasant Grove Boulevard connection to Highway 65 and therefore do not serve western and northern Rocklin as well as they could.

The alternative projects for Issue Area E, can be summarized as follows:

- Project E1 involves improvements to the existing Sunset Boulevard/Stanford Ranch Road intersection.
- Project E2 reflects the proposed circulation system for the Sunset West development that involves a revised circulation system from that shown in the City's General Plan.
- Project E3. This circulation system for the Sunset West development area involves a direct connection between West Oaks Boulevard and Blue Oaks Boulevard; thereby eliminating the need for traffic from north Rocklin to "jog" on Sunset Boulevard to reach the connection to Highway 65; and improving the spacing between the Blue Oak Boulevard and Park Drive/Pleasant Grove connections to Highway 65.

The key conclusions regarding the projects in Issue Area E are as follows:

- Improvements to the Stanford Ranch Road/Sunset Boulevard intersection (Project E1) would provide an acceptable level of service, but may have significant impacts on adjacent properties.
- Both Projects E2 and E3 would provide improved circulation for the western portion of Rocklin compared to the roadway system in Rocklin's Circulation Element. Both of these alternative roadway systems would provide acceptable levels of service at the key intersections in the Sunset West area.
- Project E2 would likely serve western Rocklin better than Project E3 in the short to mid-term; that is before the Park Drive/Peasant Grove connection to Highway 65 is implemented. However, in the long-term, Project E3 would eliminate some "jogs" in the roadway system and thus may provide a better circulation system for northern Rocklin as it approaches buildout.

Issue Area F would have limited traffic problems at buildout of the land uses indicated in the City of Rocklin's General Plan. The intersection of Stanford Ranch Road and Park Drive would have an unacceptable level of service, but this would be resolved by an intersection improvement: Project A5. But, the General Plan roadway system would not provide a significant amount of spare capacity for growth beyond that assumed under buildout of the City, such as increased densities in the Sunset Ranchos area. Should increased densities be considered for this area, additional improvements may be needed to allow for such growth.

The projects that were explored in Issue Area F were developed in an attempt to improve overall access between the growth areas in North Rocklin and Highway 65, as well as areas in eastern Rocklin (including the proposed Rocklin Mall). These include new connections to North Rocklin, which could ultimately create a "Ring Road" concept around the western, northern and eastern portions of the City.

1. Introduction

1. Introduction

The objectives of the North Rocklin Traffic Study are as follows:

- Determine Rocklin's population and employment at "buildout" of City.
- Identify the expected traffic conditions and any roadway deficiencies at buildout of the City if the General Plan Circulation System is fully implemented.
- Pose a variety of transportation planning options for community consideration and discussion.
- Evaluate the ability as well as desirability of selected transportation planning options to accommodate future traffic.
- Provide input to Rocklin's Planning Commission and City Council for potential changes in the Circulation and/or Land Use elements of the City's General Plan.

The study area covers all of North Rocklin; the area of the City north of I-80. While the analysis of problems and potential solutions focuses on this study area, the travel model used to evaluate alternatives in North Rocklin is a regional model that covers the entire Sacramento metropolitan area. This study will evaluate a number of transportation planning options to alleviate identified problem areas, including new roadway alignments, changes to the design of intersections, street widenings and changes to the City's land-use plan.

The six (6) month study began in October, 1992, and will be completed by April, 1993. The study process is outlined in Figure 1. The study includes a Community Involvement Program to gain public input at several key stages in the process. The community meetings were held to receive comments on traffic problems as well as potential solutions to those problems.

This report documents existing and future traffic conditions and problems, the definition and evaluation of alternative projects to address those problems and all of the comments received from the public in the Community Involvement Program.

It is expected that the Rocklin City Council will use this report to evaluate which transportation planning options should be considered further in a full environmental impact report. Upon the certification of that report, it is expected that the City of Rocklin's General Plan Circulation Element, and possibly its Land Use Element, will be amended to reflect the transportation planning options adopted by the City.

Landowners do have the right to submit applications for development prior to an amendment of the General Plan, but for properties that could potentially be affected by such an amendment, the City may decide that the amendment must be finalized before development can be approved.

Figure 1

Study Process

Fall

Study Kick-Off
Data Collection

Open House for Citizen Input
November 5, 1992

Define Problem Statement,
Develop Alternatives

Winter

Community Meeting
January 13, 1993

Refine and
Analyze Alternatives

Community Meeting
March 3, 1993

Spring

Community Meeting
March 30, 1993

City Council

2. Traffic Forecasts

2. Traffic Forecasts

Existing Conditions

Extensive traffic count data was collected by DKS Associates throughout North Rocklin in October, 1992 to evaluate existing conditions and to calibrate the Rocklin travel demand model. Turning movement counts were collected at the major signalized intersections throughout North Rocklin for the afternoon peak period. Daily traffic volume data was also collected at a number of key locations using counting machines with hoses. The existing daily traffic volumes are summarized on Figure 6 (in section 3 of this report).

A "level of service" analysis was conducted for the major intersections in North Rocklin for 1992 conditions. Level of service is a qualitative measure of the effect of a number of factors, including speed and travel time, traffic interruptions, freedom to maneuver, safety, driving comfort and convenience, and operating costs. Levels of service are designated "A" through "F" from the best to worst, which cover the entire range of traffic operations that might occur. Levels of service (LOS) "A" through "E" generally represent traffic volumes at less than roadway capacity, while LOS "F" represents over-capacity and/or forced flow conditions. The level of service policy in the City's General Plan calls for LOS "C" for all roadways, except those roadways within one-half mile of a freeway where LOS "D" conditions are acceptable. Table 1 presents level of service definitions.

Figure 7 (in Section 3 of this report) presents the existing afternoon peak hour levels of service at the signalized intersections in North Rocklin. It indicates that most of the major intersections currently operate at acceptable levels of service during the peak hours, except the following:

- Rocklin Road/I-80 Eastbound Ramps - LOS "E"
- Pacific Street/Sierra Meadows Drive - LOS "E"
- Rocklin Road/North Grove Street - LOS "E"
- Pacific Street/Del Mar Avenue - LOS "D"
- Sunset Boulevard/Fairways Drive - LOS "D"

Rocklin Travel Demand Model

A new travel model was developed for the City of Rocklin for the North Rocklin Traffic Study. The travel model is consistent with those used by the Sacramento Area Council of Governments (SACOG) and the Placer County Transportation Commission (PCTC) and covers the entire Sacramento metropolitan area. It was "calibrated" to 1992 conditions using a detailed inventory of existing land uses in the City and extensive 1992 traffic count data.

The travel model was used in the North Rocklin Traffic Study to test the effectiveness of various roadway improvement schemes under buildout of the City of Rocklin. This analysis tool can also

Table 1

Definitions of Traffic Conditions

LEVEL OF SERVICE DEFINITIONS		
LEVEL OF SERVICE	INTERSECTION	ROADWAY
"A"	Uncongested operations, all queues clear in a single-signal cycle.	Free flow vehicles unaffected by other vehicles in the traffic stream.
"B"	Uncongested operations, all queues clear in a single cycle.	Higher speed range of stable flow.
"C"	Light congestion, occasional back-ups on critical approaches.	Stable flow.
"D"	Significant congestion of critical approaches but intersection functional. Cars required to wait through more than one cycle during short peaks. No long queues formed.	Upper end of stable flow conditions.
"E"	Severe congestion with some long-standing queues on critical approaches. Blockage of intersection may occur if traffic signal does not provide for protected turning movements. Traffic queue may block nearby intersection(s) upstream of critical approach(es).	Unstable flow at roadway capacity.
"F"	Total breakdown, stop-and-go operation.	Stop and go traffic.

Source: City of Rocklin General Plan, April 1991

be used to evaluate land use, roadway and transit alternatives for other studies throughout the City of Rocklin. Its use will ensure consistent travel forecasts for the analysis of development and/or transportation improvements in the City. Due to its regional nature, and its consistency with SACOG's and PCTC's models, it also allows Rocklin to test how projects outside the City will impact the City's Circulation system.

Estimates of Buildout Development

Recht Hausrath & Associates prepared estimates of total development potential at full buildout of Rocklin for use in transportation modeling and analysis. The estimation methods varied depending on the stage of the development process of a particular property. The estimates are based on a variety of data sources and estimating techniques. Comparisons to actual development projects and final review by the City provided the basis for the final estimates.

For developed areas, the assessor's database of existing units and building square feet was used. Some intensification of uses in the Civic Center area, reflecting buildout of city offices, as well as retail commercial development eventually replacing the quarry operation was assumed. For areas with final and tentative maps, the unit and building sizes permitted based on those maps were used. For undeveloped areas, zoning categories and standard density and coverage assumptions were used to estimate allowed development. In addition, for areas that do not yet have approved city zoning, either proposed projects (e.g., Sunset West), with some adjustments, or the pre-zoning of the property (e.g., Clover Valley Lakes) were used to estimate development potential.

Residential Development. To estimate residential development, specific unit counts (existing units, final/tentative maps units, or specific plan units) were used where they were available. In other areas, dwelling units were estimated using the number of acres by general plan designation and density assumptions. The following assumptions were used to develop these estimates:

- **General Grouping of Zoning Classifications**

- Single-Family Residential: zoning categories of 8 or fewer dwelling units per acre.

- Multi-Family Residential: zoning categories of 9 or more dwelling units per acre.

- Office: B-P zoning and PD-BP zoning

- Commercial: C-1, C-2, C-3, C-4, C-H, and Planned Development - Commercial

- Industrial: M-1, M-2, and PD-LI

- **Residential Density Assumptions (per gross acre)**

- Single Family

- RD-1, RD-2, RD-3, RD-4, RD-5: Density as stated in zoning

- PD-1, PD-2, PD-3, PD-4, PD-5: Density as stated in zoning

- RD-6, PD-6: 5 units per acre

- RD-7, PD-7: 6 units per acre

- RD-8-20, PD-8-20: Density as stated in zoning

R1-5:	6 units per acre
R1-6:	5 units per acre
R1-7-5:	4.5 units per acre
R1-10:	3.5 units per acre
R1-12.5:	3 units per acre
R1-15:	2 units per acre
RE-20:	2 units per acre
RE-30:	1 units per acre
RE-1 acre:	1 units per acre
RE-2 acres:	1/2 unit per acre
RA-3:	1/3 unit per acre
RA-5:	1/5 unit per acre
RA-10:	1/10 unit per acre

Multi Family

R-2:	10 units per acre
R-3:	14.5 units per acre

Office/Commercial/Industrial. Commercial space estimates were based on the acres and coverage assumptions. For existing area, the assessors database provided estimates. DKS and the City provided estimates for some industrial facilities not included in the assessor's database.

- Coverage assumptions

Office: 35 percent coverage per gross acre (assuming mostly single-story with some two-story buildings)

Commercial: 25 percent coverage per gross acre

Industrial: 35 percent coverage per gross acre

Specific Area Assumptions.

- Existing Zoning/Tentative Maps: The City provided the draft zoning map current as of November 11, 1992. That map indicates final maps. The City provided unit counts for areas with tentative maps.
- Civic Center: Total development potential described in the Draft Rocklin Civic Center Area Specific Plan for city government office and retail commercial development was used. Other uses in the civic center area are assumed to develop per the zoning map classifications. This is the only redevelopment or intensification of use assumed in the existing developed areas.
- Clover Valley Lakes: This area is assumed to not exceed 1.5 units per acre. That average density, based on pre-zoning of the property, was assumed rather than the specifics of the development proposal. A portion of the area is designated commercial

and is included as commercial even though it is a school site on the current development proposal.

- **Sunset Rancho Estates:** The portion near Highway 65 is nonresidential reserve in Placer County's General Plan. Light industrial land use with a coverage ratio of 35 percent was assumed. For the remainder, a one unit per acre density was used instead of the County's 1 unit per 10 acres. This area also includes the Stanford Ranch North proposal. However, the analysis does not assume that proposal.
- **Stanford Ranch:** The general development plan for the area with the proposed August, 1992 amendments was used. Land zoned BP/COM was treated as commercial. The Wells Fargo site is 110.62 acres and will not exceed 1.6 million square feet (.33 FAR). Buildout of the Herman Miller site to a coverage of .35 percent consistent with other industrially zoned land was assumed.
- **Sunset West:** The proposed development plan dated October 20, 1992 for the area was assumed.
- **Sierra College Campus Area:** Current Placer County zoning designations were used.
- **Greenbrae Island:** Current Placer County zoning designations were used.
- **The Highlands (formally Cavitt Ranch):** The proposed development plan, in effect in October, 1992, was assumed.

Analysis of Land Use Buildout

The following discussion evaluates Rocklin's total development potential in terms of the timing of buildout.

Table 2 and Figures 2 and 3 summarize the residential and non-residential development scenarios under buildout of the City. The estimates of buildout development potential were derived according to the methodology and assumptions outlined above. City staff developed the 2010 scenario using analysis from earlier planning studies and assumptions about the rate at which residential and non-residential development might be absorbed in the city over the next 20 years.

As indicated in Table 2, the 2010 scenario for residential development would bring the City to 70 percent of its total residential development capacity. In other words, the current General Plan incorporates a buffer of about 30 percent more residential development that is likely to be developed over the next 20 years. That is a reasonable margin for planning purposes; within the 20-year planning horizon, residential land supply is not likely to be constrained by current policies.

Figure 2

Rocklin Residential Land Use

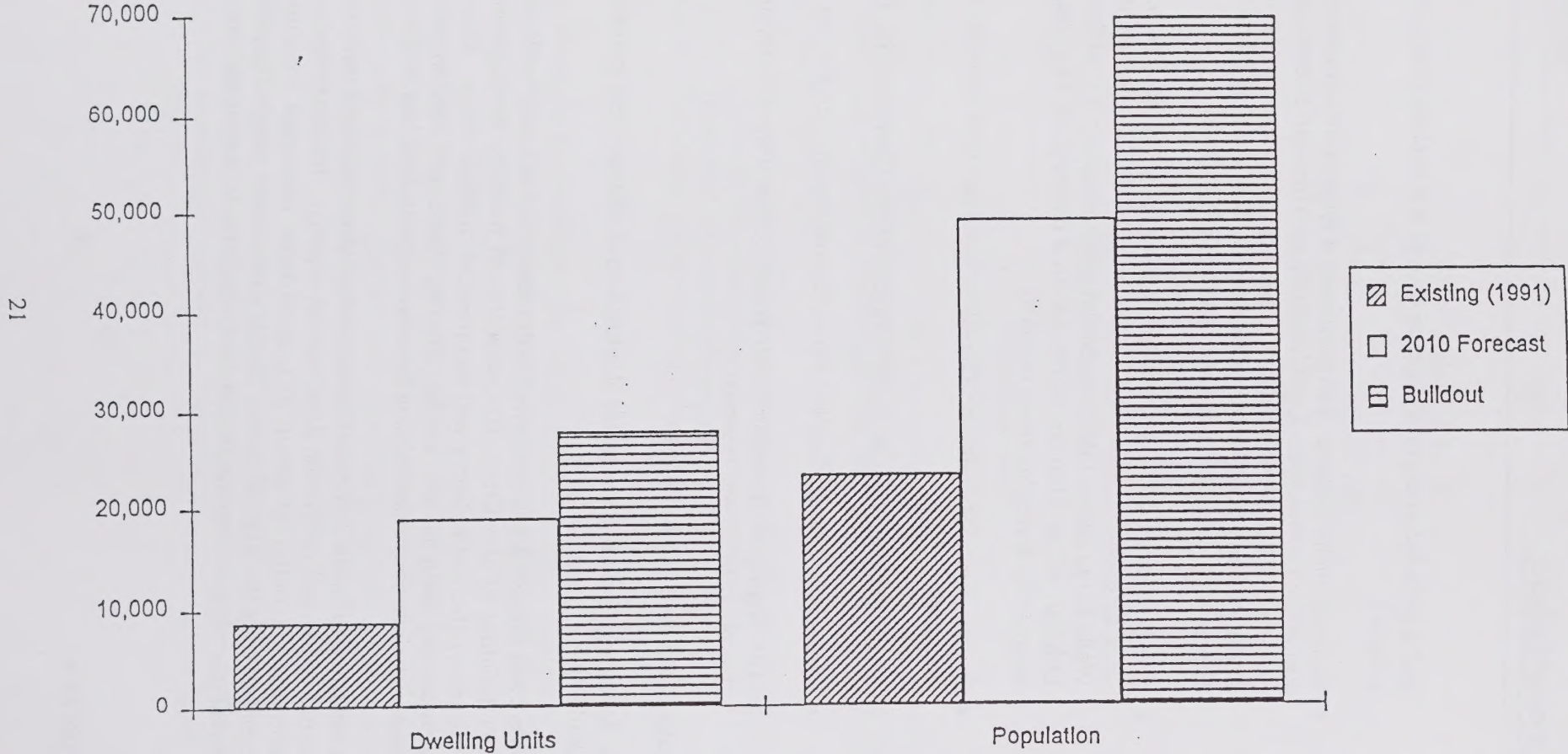
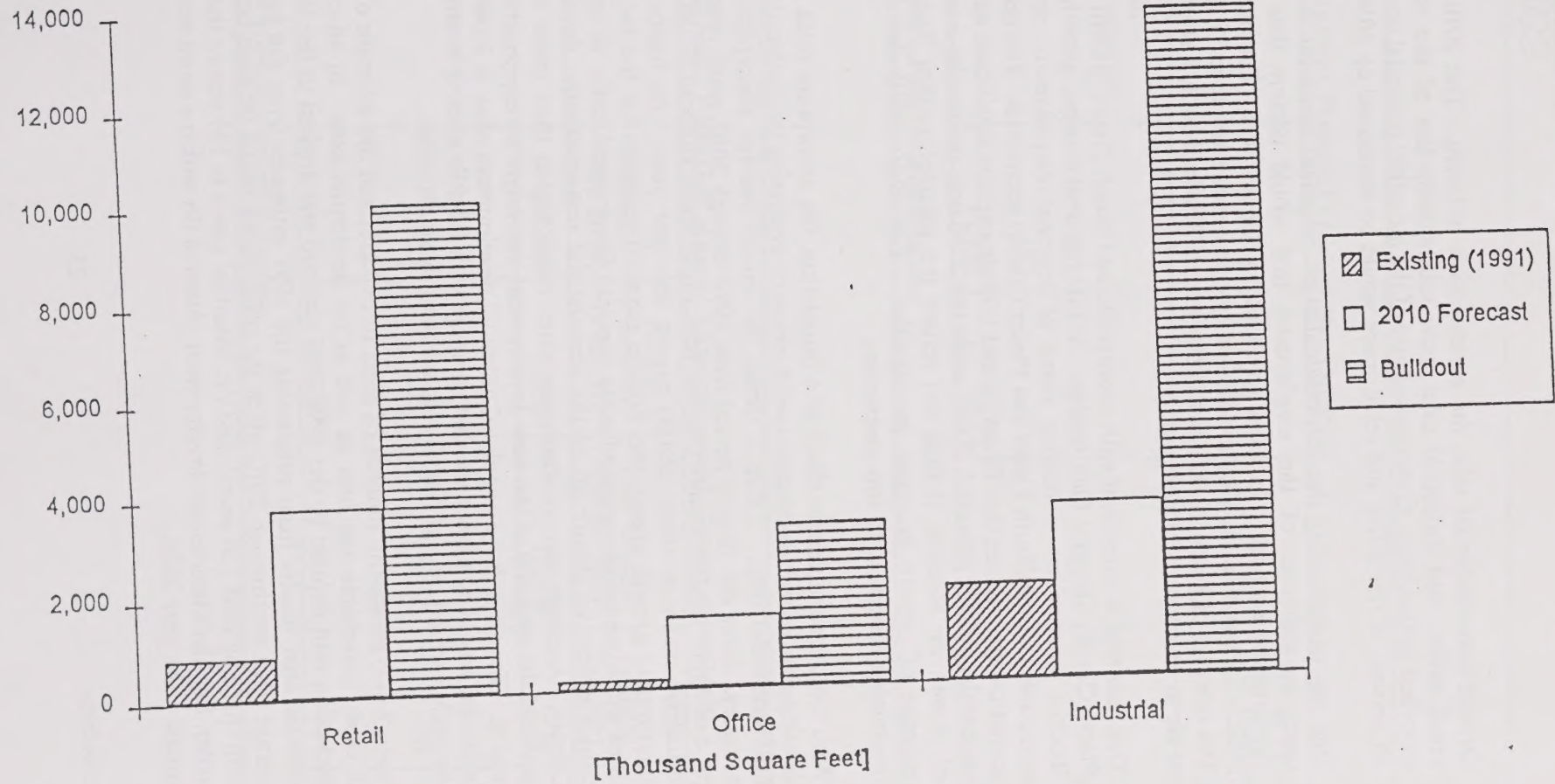


Figure 3

Rocklin Non-Residential Land Use



On the non-residential side, the conclusion is different. The 2010 development scenarios for retail, office, and industrial uses show substantially less of the total development potential absorbed by that time. Only one-quarter of the industrial potential would be developed, and about 40 percent of the office and retail space would be developed by 2010.

One way of evaluating the non-residential development scenarios is to convert the estimates of space to estimates of the employment that would occupy that space. The City's 2010 development scenario translates to about 15,000 workers. Estimates of the amount of non-residential space in the City in 1992 indicate that there are about 5,100 workers in Rocklin now. The increase of about 10,000 jobs to the year 2010 would imply a strong employment growth rate of six to seven percent per year.

That scenario is consistent with countywide and South Placer growth scenarios prepared for the Placer County General Plan Update. In that regional context, growth at such a pace means that Rocklin attracts an increasing share of regional employment, representing an ever-larger component of the South Placer and Placer County economies. The countywide and South Placer scenarios also assume that Roseville and Lincoln capture significant amounts of the regional non-residential growth potential. Thus, while the 2010 non-residential scenario reflects a strong pace of growth for Rocklin, it does not reflect the assumption that Rocklin growth occurs at the expense of growth in other communities. The City's 2010 development scenario appears reasonable according to this assessment.

With that reasonableness check as a foundation, the absorption rates implied by the City's 2010 development scenarios become useful means of evaluating the buildout development potential for non-residential uses. Table 3 shows the annual average absorption rates for each land use category. Over the 18-year period from 1992 through 2010, retail space would be absorbed at a pace of about 164,000 square feet per year, office space at about 67,000 square feet per year, and industrial space at about 88,000 square feet per year. As indicated by the discussion of employment growth above, the Rocklin scenario accounts for the fact that other South Placer cities and some unincorporated areas compete for non-residential development and that Rocklin cannot expect to absorb all of the demand for non-residential development in South Placer County. Average annual absorption rates much higher than these would imply that Rocklin captured the majority of the new development that might be expected in the entire South Placer region. Given the large supply of potential development sites in Roseville, Lincoln, the Sunset Industrial area, and elsewhere that compete with Rocklin sites, it is unlikely that average annual absorption would be significantly higher than these estimates.

Table 2 also shows the number of years to buildout and the estimate of the year at buildout for all three non-residential uses as well as for residential uses. In all cases, the annual average absorption rate implied by the 1992-2010 scenario was applied to the increment of development potential that results from subtracting the 1992 estimates from the buildout estimate. At the average pace set through 2010, all of the office space would be absorbed by 2037 (45 years), the retail space by 2048 (56 years), and the industrial space in 134 years - the year 2126. As indicated earlier, Rocklin's residential development potential fits within a more reasonable 34 year planning horizon - the year 2026.

Table 2 Rocklin Development Potential by Land Use Category				
Land Use	1992	2010	Buildout	2010 as Percent of Buildout
Residential	8,568 du	18,861 du	27,778 du	68%
Non-Residential (thousands of gross square feet)				
Retail	825	3,780	10,011	38%
Office	182	1,394	3,191	44%
Industrial	1,890	3,477	13,838	25%
Source: City of Rocklin and Recht Hausrath & Associates				

Table 3 Rocklin Development Potential: Annual Absorption and Timing of Buildout					
Land Use	Growth 1992-2010	Annual Absorption 1992-2010	Total Growth 1992-Buildout	Years to Buildout	Year at Buildout
Residential	10,293	572	19,210	34	2026
Non-Residential (thousands of gross square feet)					
Retail	2,955	164	9,186	56	2048
Office	1,212	67	3,009	45	2037
Industrial	1,587	88	11,748	134	2126
Source: City of Rocklin and Recht Hausrath & Associates					

Traffic Forecasts

Conditions under full buildout of the City of Rocklin have been used to demonstrate future traffic problems and needs, as well as to serve as a benchmark for the comparison of alternative projects. This process was used to determine what would happen in the North Rocklin area if both the land uses allowed under the General Plan are fully developed and the roadway improvements identified in the Circulation Element of the General Plan are fully implemented.

Travel demand will grow as the City's land uses develop. Figure 4 outlines the growth in daily vehicle trips resulting from buildout of the City. It indicates that vehicle trips related to Rocklin's residential and non-residential land uses will increase by about 230 percent and 1,030 percent respectively between today and buildout levels. Figure 4 also provides forecasts of travel demand in Rocklin for the year 2010.

The analysis of buildout assumed that the roadway improvements that are allowed in the Circulation Element are fully implemented. This may not ultimately be the case since each improvement will require environmental review and approval by the City Council. Figure 5 presents the roadway improvements that are outlined in the Circulation Element of the City's General Plan, and that were assumed in the buildout analysis.

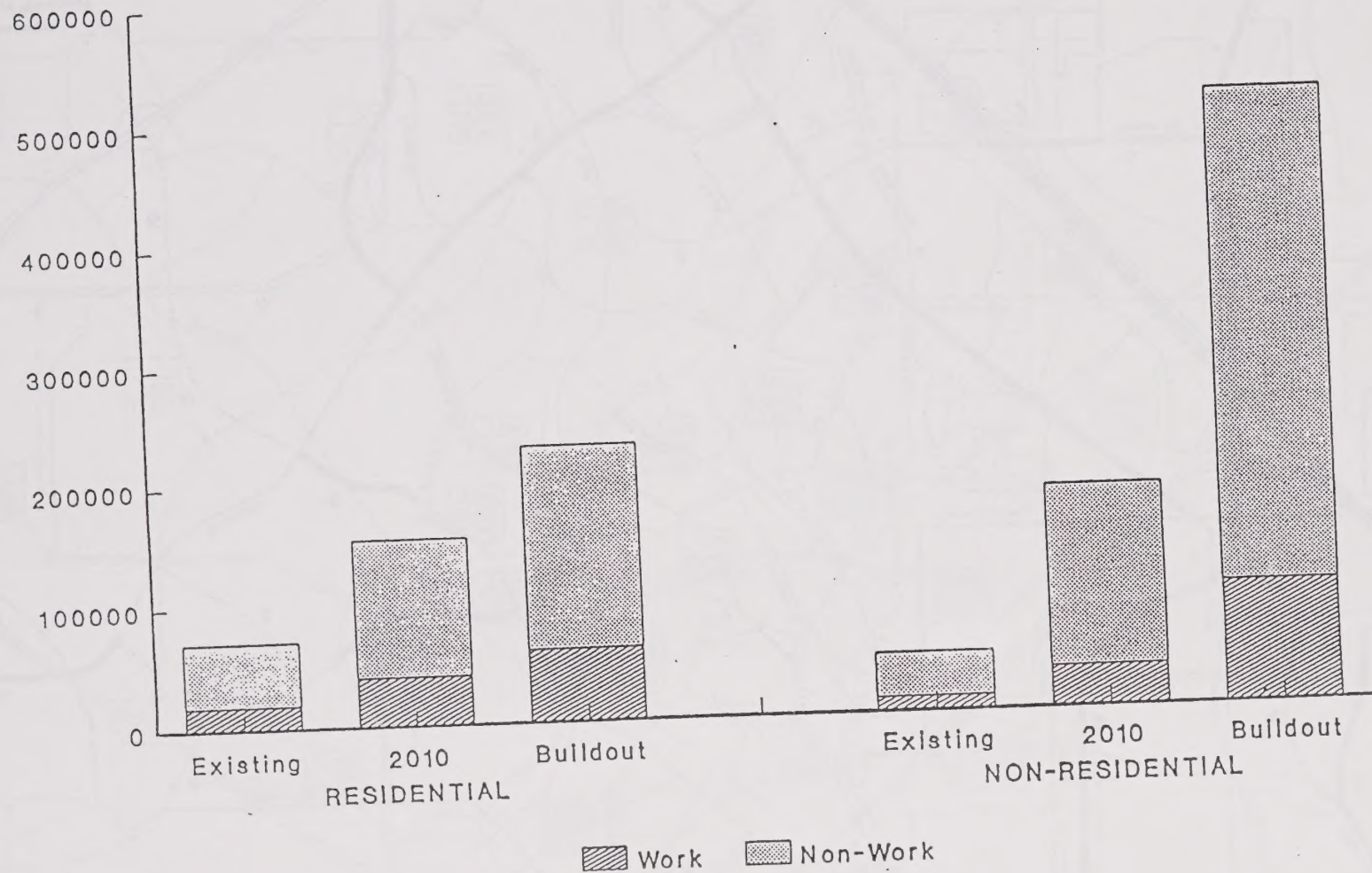
The analysis of buildout also included improvements to the transit system. These transit improvements were consistent with those listed in the Placer County Transportation Commissions' Regional Transportation Plan. These include the following:

- extension of Regional Transit's light rail system to Roseville
- implementation of "commuter rail" service between Davis and Colfax with several intermediate stops including one in Rocklin
- implementation of bus service in the urbanized areas of South Placer County consistent with that assumed by Regional Transit in their recent System Planning Study.

Figure 6 shows the forecasted daily traffic volumes on major street system of North Rocklin under both year 2010 and buildout conditions assuming full implementation of the roadway improvements shown in Figure 5.

Figure 4

Daily Vehicle Trips City of Rocklin



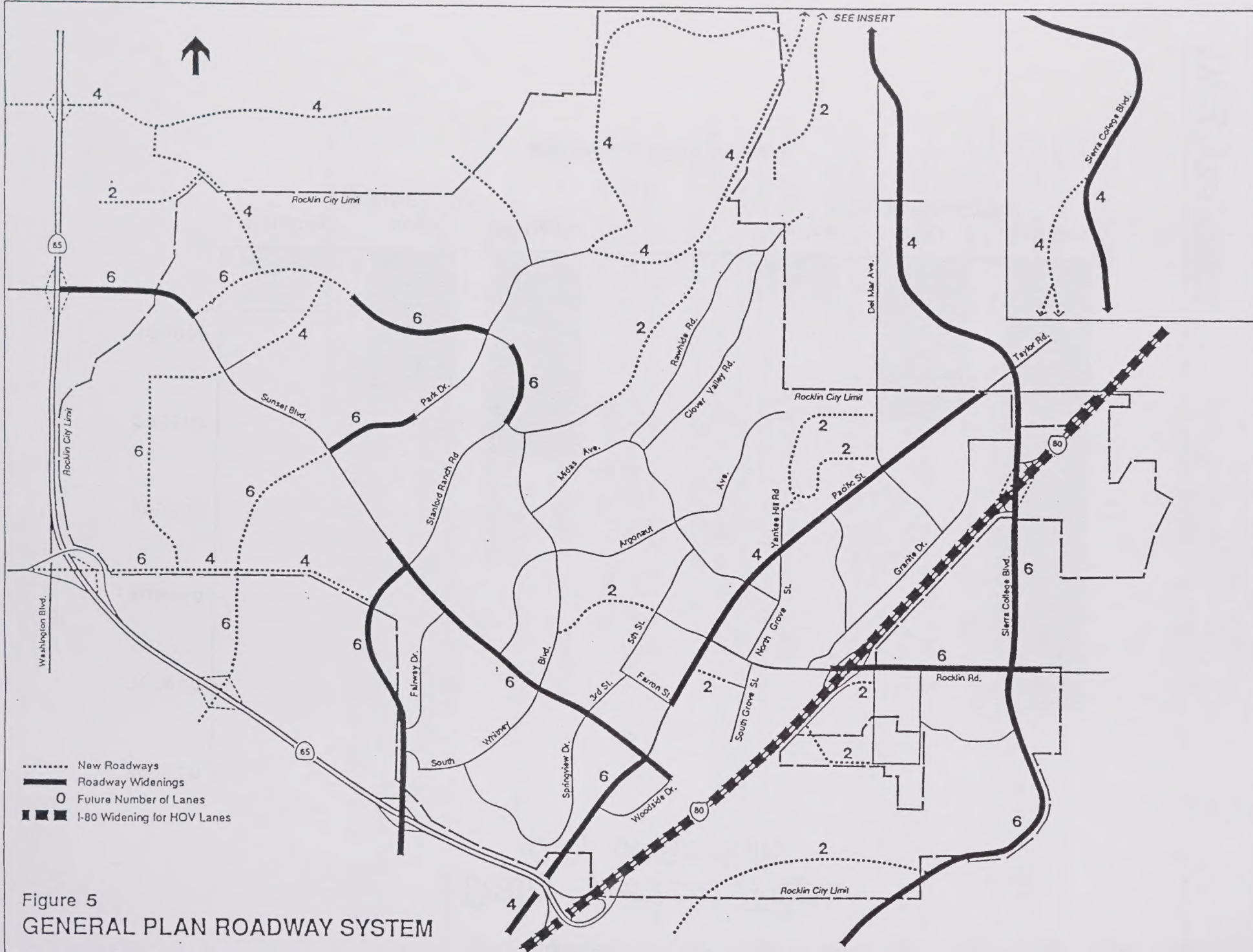


Figure 5
GENERAL PLAN ROADWAY SYSTEM

3. Problem Identification - City of Rocklin Buildout

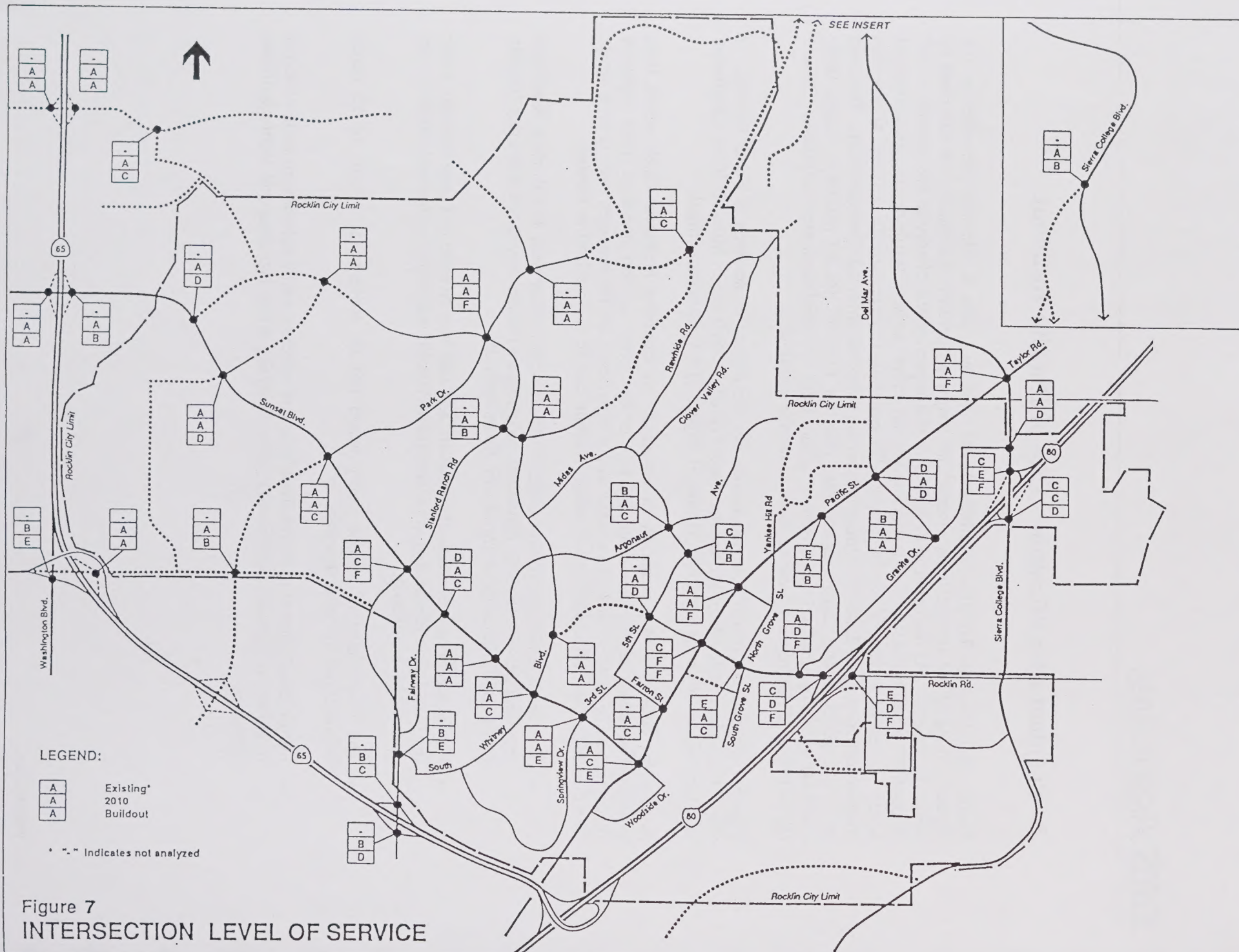
3. Problem Identification - City of Rocklin Buildout

Traffic operations on Rocklin's arterial/collector roadway system is primarily controlled by the capacity of signalized intersections. Peak hour roadway operating conditions are described by "levels of service". As discussed in Section 2 of this report, levels of service are designated "A" through "F" from the best to worst, which cover the entire range of traffic operations that might occur. Levels of service (LOS) "A" through "E" generally represent traffic volumes at less than roadway capacity, while LOS "F" represents over-capacity and/or forced flow conditions. The level of service policy in the City's General Plan calls for LOS "C" for all roadways, except those roadways within one-half mile of a freeway where LOS "D" conditions are acceptable. Table 1 (in section 2 of this report) presents level of service definitions.

Figure 7 presents the level of service analysis for the major intersections in North Rocklin. It shows the estimated levels of service that would result in 2010 and at buildout if the Circulation Element of the City's General Plan (shown in Figure 5) is fully implemented.

A problem definition map is shown in Figure 8. It identifies locations which would have unacceptable levels of service under buildout of the City. It also indicates those collector roadways having residential frontage that would experience traffic increases over today's levels. The critical future traffic problems in North Rocklin can be summarized as follows:

- The worst traffic congestion under buildout would occur near the Rocklin Road/I-80 interchange, with LOS "F" conditions occurring on the freeway ramps and along Rocklin Road and Granite Drive for several hours each day.
- Pacific Street between Sunset Boulevard and Del Mar Avenue (a 4 lane roadway under the Circulation Element of the General Plan) would also experience unacceptable traffic operations at buildout.
- The City's level of service policy would not be achieved at a total of 15 major intersections in North Rocklin.
- Future development in North Rocklin would increase traffic volumes on some collector roadways with residential frontage; some receiving minor increases and other significant increases.





65

Rocklin City Limit

Washington Blvd.

Rocklin City Limit

Sunset Blvd.

Park Dr.

Stanford Ranch Rd.

Fairway Dr.

65

Springfield Dr.

S.P.T. CO.

Woodside Dr.

60

South Grove St.

North Grove St.

Yankee Hill Rd.

Argonaut Ave.

Rocklin City Limit

Pacific St.

Granite Dr.

Rocklin Rd.

Sierra College Blvd.

60

Taylor Rd.

Sierra College Blvd.
S.P.T. CO.

Rocklin City Limit

Rocklin City Limit

S.P.T. CO.

Del Mar Ave.

Rocklin City Limit

S.P.T. CO.

- Unacceptable Intersection LOS at Buildout of General Plan under Base Buildout Network.
- Unacceptable roadway segment LOS at Buildout of General Plan under Base Buildout Network.
- ||||| Traffic Increase on collector roadway with residential frontage.

Figure 8
PROBLEM DEFINITION MAP

4. Definition and Evaluation of Alternatives

4. Definition and Evaluation of Alternatives

Definition of Alternatives

To alleviate the unacceptable levels of service identified under the buildout of Rocklin, a number of alternative projects were developed. Each alternative improvement by itself will generally affect traffic conditions in only a portion of North Rocklin. To facilitate the evaluation of these projects, North Rocklin has been divided into several traffic "issue areas", as shown in Figure 9. Within each of the issue areas, the anticipated future traffic congestion may be relieved by the widening of existing intersections or by a new roadway alignment(s). Alternatively, changes in the City's land use plan could be considered for those development areas that would impact a critical roadway segment(s).

The capacity of signalized intersections are the primary control of the level of service on Rocklin's arterial/collector system. To resolve the level of service problems at the 15 critical intersections (identified in Section 2 of this summary report), the first step would be to identify "feasible" improvements to intersections with level of service problems. Implementing "spot" improvements directly at problem locations is often preferable to constructing new roadway alignments that may relieve traffic at a critical intersection(s), but have other impacts.

An analysis of the 15 intersections with unacceptable levels of service at buildout indicates that "spot" intersection improvements to solve these problems can be classified into the following three categories:

Category 1: Feasible Intersection Improvements - represents intersection widenings which would require no/minimal additional right-of-way or appear to have acceptable impacts on adjacent properties (i.e., impact currently vacant property).

Category 2: Difficult Intersection Improvements - involve intersection widenings where impacts on adjacent properties may be significant, but may not be unacceptable, particularly when compared to the impacts of alternative new roadway alignments.

Category 3: Infeasible Intersection Improvements - represents locations where the right-of-way constraints are substantial or where the "maximum acceptable" improvements (i.e., widening a roadway beyond 6 lanes) would still not provide an acceptable level of service.

Issue Area A reflects six intersections throughout the City that fall into Category 1: Feasible Intersection Improvements. There are five intersections, located in Issue Areas D and E, which fall into Category 2: Difficult Intersection Improvements. These intersection widenings are included as alternative projects to other improvements in those issue areas. Major widening of the remaining four intersections (out of 15 intersections with unacceptable levels of service) were not included as alternative projects since they are considered to be infeasible. Minor widening of

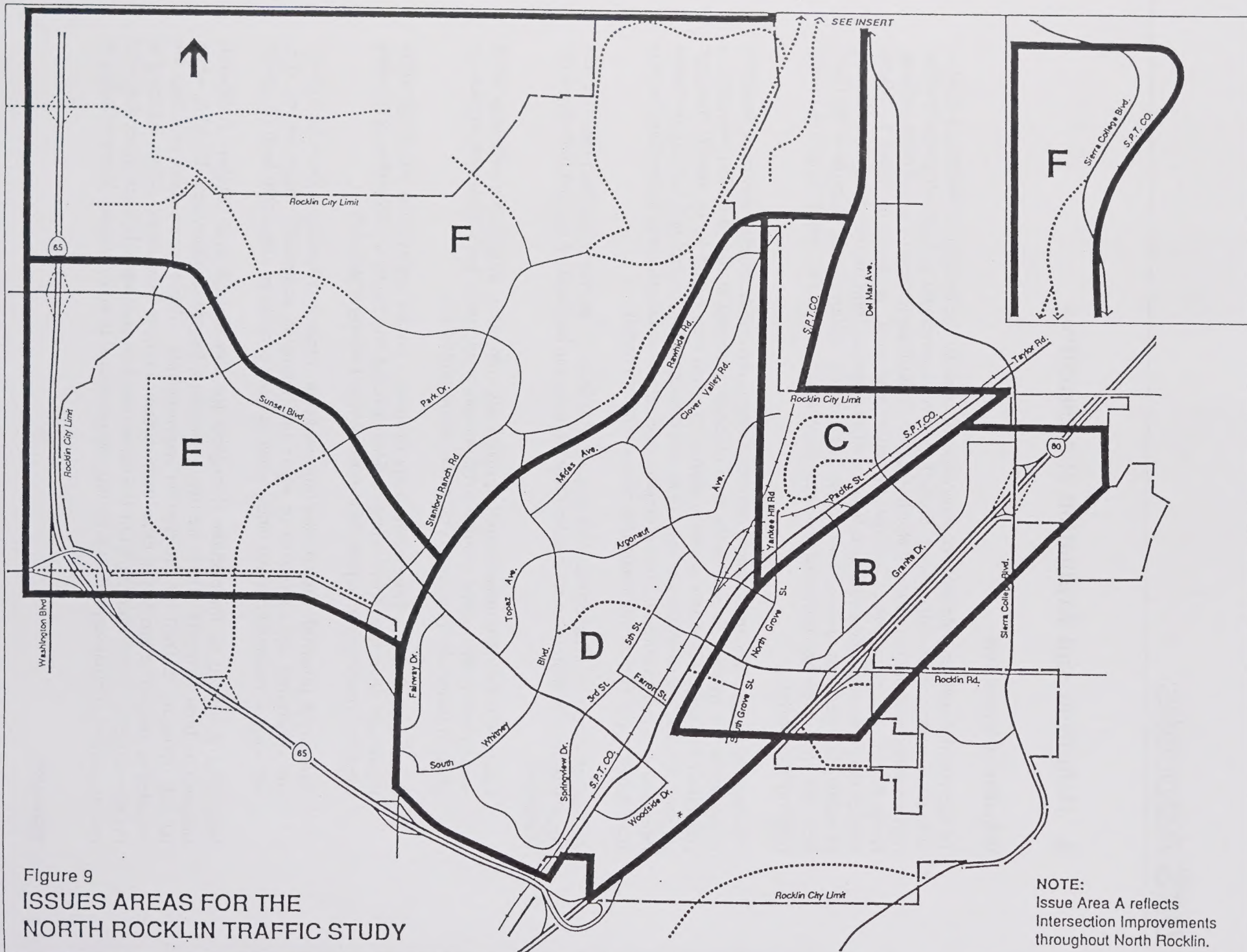


Figure 9
ISSUES AREAS FOR THE
NORTH ROCKLIN TRAFFIC STUDY

these intersections in conjunction with other alternative projects, however, could be considered. In addition to intersection improvements, a number of new roadway alignments were identified in the various issue areas that have the potential to relieve traffic congestion at problem locations. Also, changes to the City's land use plan will be considered as an alternative to major roadway improvements to the I-80/Rocklin Road interchange in Issue Area B.

Evaluation Methodology

The evaluation of alternative projects considered the following major categories of analysis/constraints:

- Traffic analysis
- Environmental constraints analysis
- Engineering constraints/cost analysis

The evaluation provides decision makers information on the major issues and constraints so that they can narrow the choice of projects based on potential traffic benefits, environmental impacts and costs. The analysis is summarized in an evaluation matrix which focuses on the critical issues.

The traffic analysis was conducted by utilizing the travel demand model to test the effectiveness of the various roadway improvement options at reducing traffic at critical locations. The various new roadway alignments, however, may result in traffic increases on other roadways which could have significant impacts. A comparison of the daily traffic volume forecasts on selected critical roadway segments for the alternative projects is shown in Table A-1 in Appendix A.

The traffic analysis is included in the evaluation matrix where traffic benefits (i.e., lower traffic volumes or better LOS) are given a + or ++ rating, while traffic impacts are given a - or -- rating. If an alternative project would result in no significant change in traffic volumes or level of service, a "0" rating is used.

The environmental constraints analysis is intended to identify major environmental limitations to development of a potential roadway project in North Rocklin. This analysis was based on a review of existing documents, maps and aerial photographs as well as a field visit. The methodology used for the environmental analysis is provided in Appendix B.

The environmental constraints analysis is included in the evaluation matrix, where the following three symbols are used to identify the degree of environmental constraints:

- 0 Low Constraints: no/minimal environmental impacts expected.
- Moderate Constraints: possible significant environmental impacts may occur, but are likely mitigable.
- High Level of Constraints: avoidance or mitigation of possible environmental impacts is not likely.

Clarification of the various environmental impacts are provided as comments under the symbols in the matrix. The environmental categories used in the evaluation matrix were selected based on the severity of impact and difficulty in mitigation. A detailed description of these categories is provided in Appendix B. The matrix provides an overview of potential limiting environmental conditions that could occur with the development of a project and will be used by the City Council to help refine the project list. Further detailed environmental analysis will be conducted in a full environmental impact report (EIR) on projects selected for further review.

The engineering constraint/cost analysis focuses on major engineering feasibility/implementation issues and construction costs. Engineering issues were identified through field visits and review of aerial photographs and topographic maps. Construction cost estimates were calculated at a "planning level" utilizing major categories of construction work elements and unit costs. It must be noted that right-of-way costs, including those for land and any structures and/or severance, were not included in the construction cost estimates.

A category titled "implementability" was included to summarize the key engineering constraints, primarily concerning right-of-way impacts and costs.

The following sections are subdivided by the issue areas outlined in Figure 9. For each issue area, the following is presented:

- A summary of the anticipated traffic problems under buildout of the City
- A summary of the alternative projects identified to solve these traffic problems
- A summary of the evaluation of the alternative projects in the form of an "evaluation matrix"

Issue Area A

There are 15 intersections which would have unacceptable levels of service at buildout of the City. Issue Area A reflects "spot" projects at six intersections throughout North Rocklin that were determined to be "feasible" since they do not appear to have major constraints. The location of these alternative projects are shown in Figure 10 and can be summarized as follows:

- **Project A1** would involve provision of a second left turn lane from the westbound off-ramp at the I-80/Sierra College interchange. Since this interchange is scheduled for major renovation, it may not be difficult to implement this improvement.
- **Project A2** involves widening the eastbound Del Mar Avenue approach to its intersection with Pacific Street to provide a separate right turn lane. This widening would require improvements to the at-grade SPRR crossing.
- **Project A3** would consist of striping changes (no widening) to provide separate right turn lanes on both the northbound and southbound approaches to the Fifth Street/Rocklin Road intersection. This improvement may require restrictions or prohibition of parking on these intersection approaches.
- **Project A4** would involve addition of a second southbound left turn lane and exclusive right turn lanes on both the westbound and eastbound approaches to the Stanford Ranch Road/Five Star Drive intersection.
- **Project A5** would widen the Stanford Ranch Road/Park Drive intersection to accommodate a second eastbound left turn lane and an exclusive westbound right turn lane.
- **Project A6** would add dual left turn lanes in the northbound and southbound directions on West Oaks Boulevard at its intersection with Sunset Boulevard.

Table 4 presents the evaluation matrix for the alternative projects in Issue Area A. The key conclusions outlined in the matrix are as follows:

- The proposed improvements would achieve acceptable levels of service (LOS "B" or "C") at each of the six intersections.
- While some additional right-of-way may be needed for some of these projects, they do not appear to have major impacts on adjacent development.

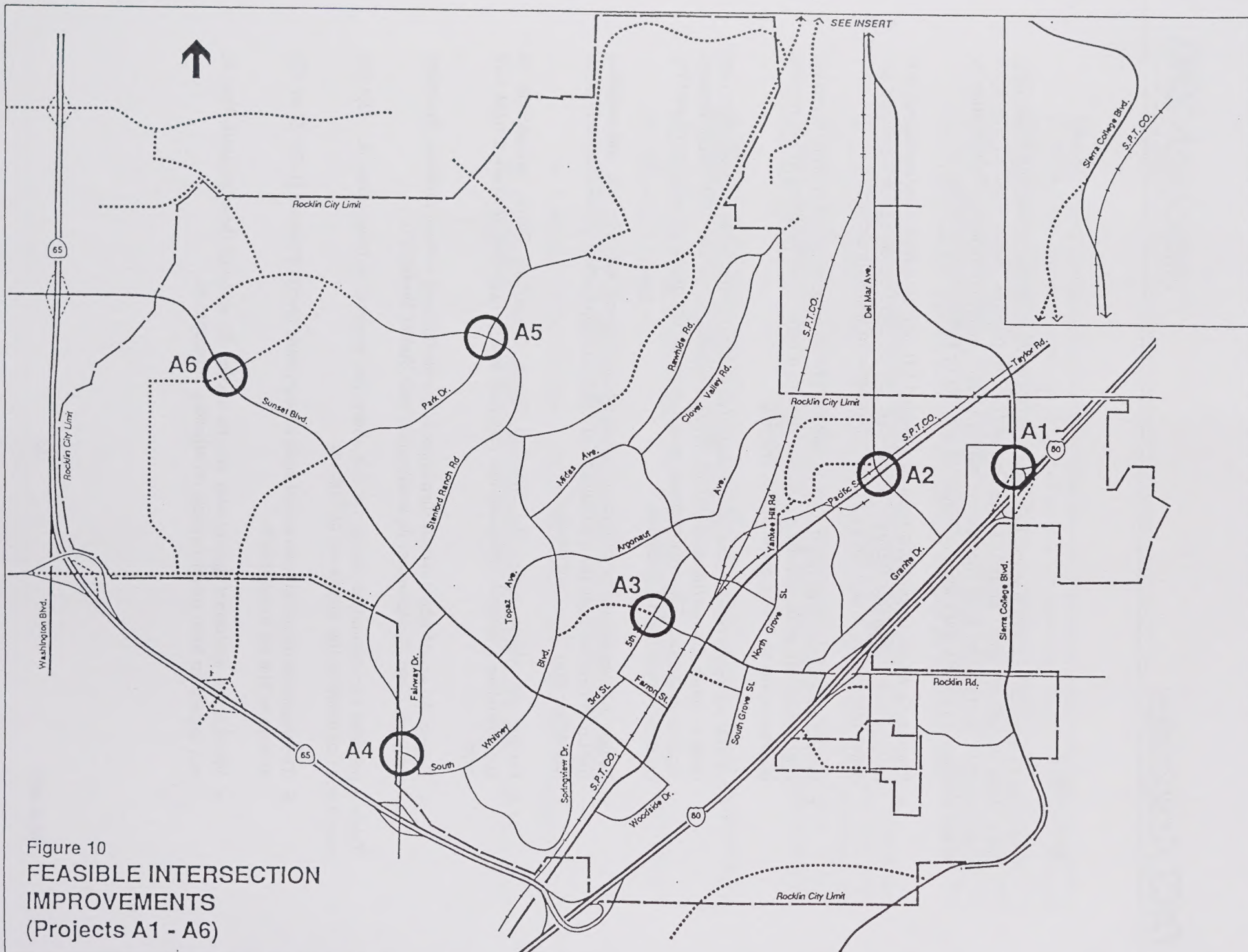


Figure 10
 FEASIBLE INTERSECTION
 IMPROVEMENTS
 (Projects A1 - A6)

Table 4
Evaluation Matrix – Issue Area A

COMPARISON TO GENERAL PLAN CIRCULATION SYSTEM (1)						
Evaluation Criteria	Project A1	Project A2	Project A3	Project A4	Project A5	Project A6
Traffic Criteria						
Provide Acceptable LOS at Subject Intersection	++	++	++	++	++	++
	LOS B	LOS B	LOS C	LOS D (3)	LOS C	LOS C
Environmental Criteria						
Degradation to Surface Water Quality	O	O	O	O	O	O
Riparian Corridor/Oak Woodland Removal	O	O	O	O	O	O
Vernal Pools/Wetland Degradation or Removal	O	O	O	O	O	O
Raptor Nest Disturbance or Removal	O	O	O	O	O	O
Disturbance to Known/Potential Cultural Resources	O	O	O	O	O	O
Removal/Relocation of Existing Uses and Approved Entitlement	O	O	O	O	O	O
Exposure to Substantial Noise Increases	O	O	O	O	O	O
Creation of Objectionable Views or Substantial Change in Community Character	O	O	O	O	O	O
Other	O	O	O	O	O	O
Engineering/Cost Criteria						
Estimated Construction Cost (2)	O	—	—	—	—	—
	(4)	\$375,000	\$200,000	\$150,000	\$440,000	\$210,000
Implementability	++	+	+	++	++	++
	(4)	Improvements to RR Crossing Required	Striping change only but Loss of On-Street Parking	Minor Widening	Adjacent Property Vacant	NE Corner Vacant

(1) Comparison of each project is made to the assumed General Plan Circulation System shown in Figure 5 under Buildout development levels shown in Figures 2 and 3.

(2) Does not include right of way costs.

(3) Within half mile of freeway, therefore LOS D is acceptable under General Plan.

(4) Minor improvements that could be implemented as part of proposed Interchange Improvements.

Issue Area B

Issue Area B represents the portion of Rocklin along I-80 between the Sierra College Boulevard and Rocklin Road interchanges, as well as the area along Granite Drive (see Figure 9). The key traffic problems in this issue area under full buildout of the City are as follows:

- Substantial traffic congestion would occur at the I-80/Rocklin Road interchange. This congestion would occur not only at the intersections of Rocklin Road and the I-80 on and off ramps, but also on the westbound on and eastbound off ramps themselves due to traffic volumes exceeding the capacity of the "merge" and "diverge" points with mainline I-80. LOS "F" conditions are projected to occur for several hours each day for the whole interchange area.
- Substantial congestion would also occur at the Rocklin Road/Granite Drive intersection, with LOS "F" conditions anticipated for several hours each day.

The circulation Element of the General Plan calls for Rocklin Road to be widened to six lanes east of I-80. However, it does not include widening beyond the existing four lanes west of I-80 since widening to six lanes would be difficult due to impacts on adjacent properties. The City is currently discussing a re-striping of Rocklin Road in the section under I-80 to provide an additional westbound lane. This improvement should allow acceptable levels of service (LOS "D") for the year 2010 development levels; however, at buildout, LOS "F" conditions would exist for several hours each day. Therefore, the proposed alternative projects were identified to provide for growth beyond 2010 levels.

A reconstruction of the Rocklin Road/I-80 interchange to provide acceptable levels of service at buildout must not only deal with traffic demand exceeding available capacity on Rocklin Road and its intersections near I-80, but also provide the capacity of two "merge lanes" for the westbound on-ramp to mainline I-80 as well as capacity of two "diverge lanes" for the eastbound off-ramp from mainline I-80. For freeway interchanges with local roadways, like Rocklin Road, Caltrans will allow a single two lane off-ramp from I-80. However, a single two lane on-ramp is not allowed.

Two westbound merge lanes could be provided by using two separate on-ramps onto I-80, such as those provided by a "partial cloverleaf" interchange. However, a partial cloverleaf would require a "loop ramp" in the northeast quadrant of the interchange, which would severely impact Rocklin Square.

Due to the magnitude of the anticipated congestion levels at full buildout, major roadway improvements must be considered to solve the problems near I-80. These improvements must attempt to either divert traffic from Rocklin Road by providing new overpasses of I-80; or provide new ramps to and from the west on I-80 to both reduce traffic at the key intersections on Rocklin

Road and provide additional ramp capacity onto I-80. The alternative projects, shown in Figures 11 through 13, are summarized as follows:

- Project B1 involves a new overpass of I-80 connecting Dominguez north of I-80 with Sierra College Boulevard south of I-80 at the location of the proposed Rocklin Mall.
- Project B2 consists of a new overpass of I-80 connecting Granite Drive at Sierra College Boulevard north of I-80 with the proposed Rocklin Mall south of I-80.
- Project B3 involves a major improvement to the Rocklin Road/I-80 interchange. This interchange concept includes a "braiding" of the existing westbound off-ramp with a new westbound on-ramp. The new on-ramp would allow two westbound "merge points" onto the I-80 westbound mainline, therefore improving the capacity and LOS of the existing westbound on-ramps. This general design concept involves frontage roads to I-80 which would connect to Granite Drive. The exact location of the connection to Granite Drive should involve more detailed analysis of land use and circulation in the area northeast of I-80 and Rocklin Road.

There is a very limited right-of-way available between I-80 and Rocklin Square north of I-80. The proposed frontage roadway north of I-80 will, therefore, be difficult to implement and will likely include realignment of the existing westbound off-ramp plus use of bridge and retaining wall structures for the new westbound on-ramp to reduce or eliminate impacts on the Rocklin Square property. The ability to implement this alternative would also depend on the design of any future widening of I-80 by Caltrans to provide additional mainline (HOV or "mixed flow") lanes.

- Project B4 is a "flyover" ramp to allow westbound traffic on Rocklin Road to have direct access to I-80 and thereby relieving traffic volumes and congestion at the I-80 ramp intersections with Rocklin Road. Like Project B3, this new on-ramp would allow two westbound "merge points" onto the I-80 westbound mainline, thereby improving the capacity and LOS of the existing westbound on-ramp.

An alternative to projects B1 through B4 could involve a change in Rocklin's land use plan to reduce demand at the I-80/Rocklin Road interchange. The majority of the growth in travel demand on the critical movements in the interchanges can be traced to the substantial amount of non-residential development allowed under the General Plan north of Rocklin Road between I-80 and Pacific Street. In this area, retail development is expected to grow by about 1.3 million square feet. That level of growth in retail space is equivalent to more than the total space in the proposed Rocklin Mall which will be located on the other side of I-80. In addition, there would be a growth of about 700,000 square feet of industrial development in that area under buildout of the City. This level of retail and industrial development would clearly not be supported solely by the residents of Rocklin. Therefore, it would become a major regional attractor of traffic, and put major demands on the I-80/Rocklin Road interchange.

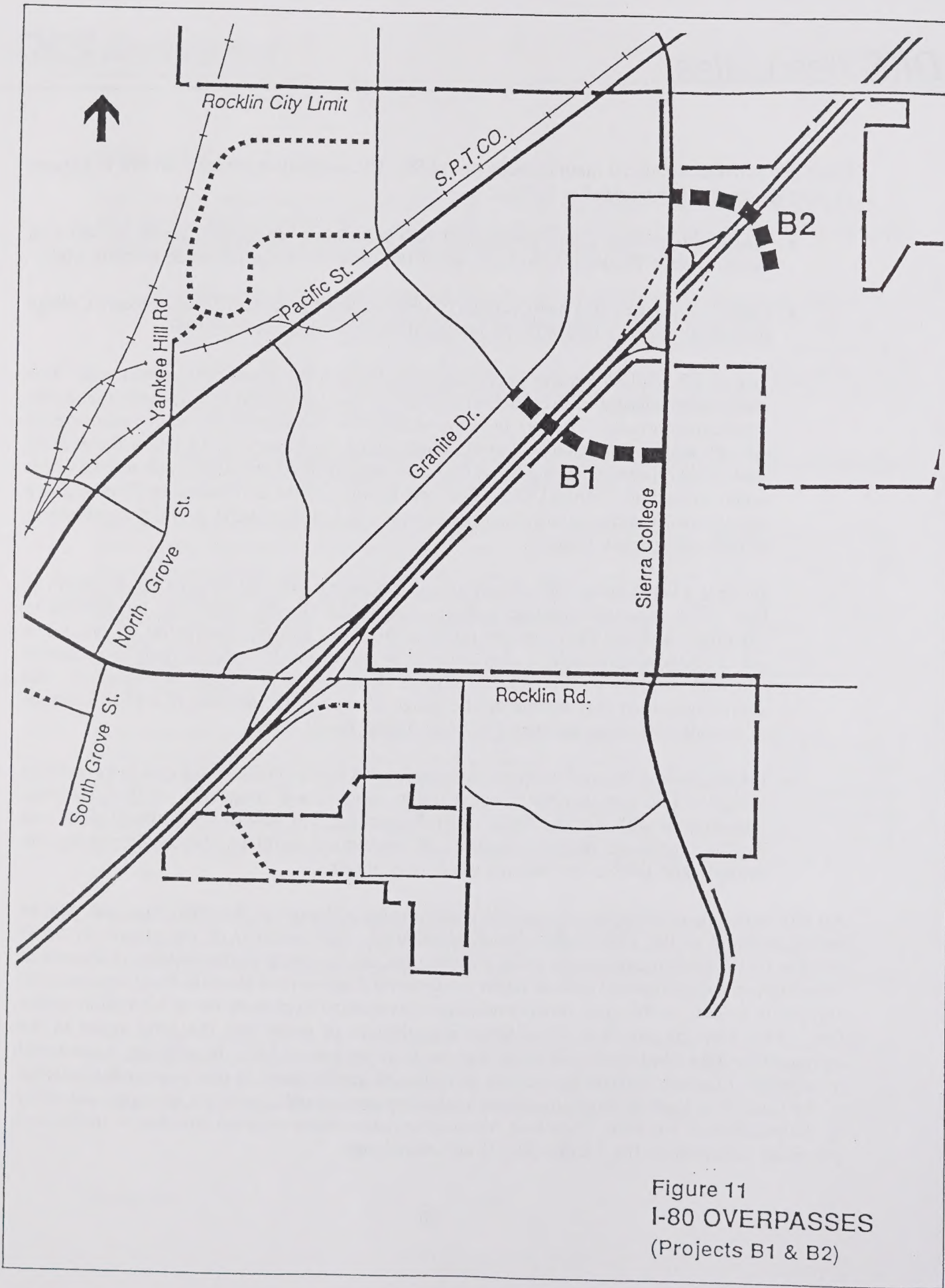


Figure 11
I-80 OVERPASSES
(Projects B1 & B2)

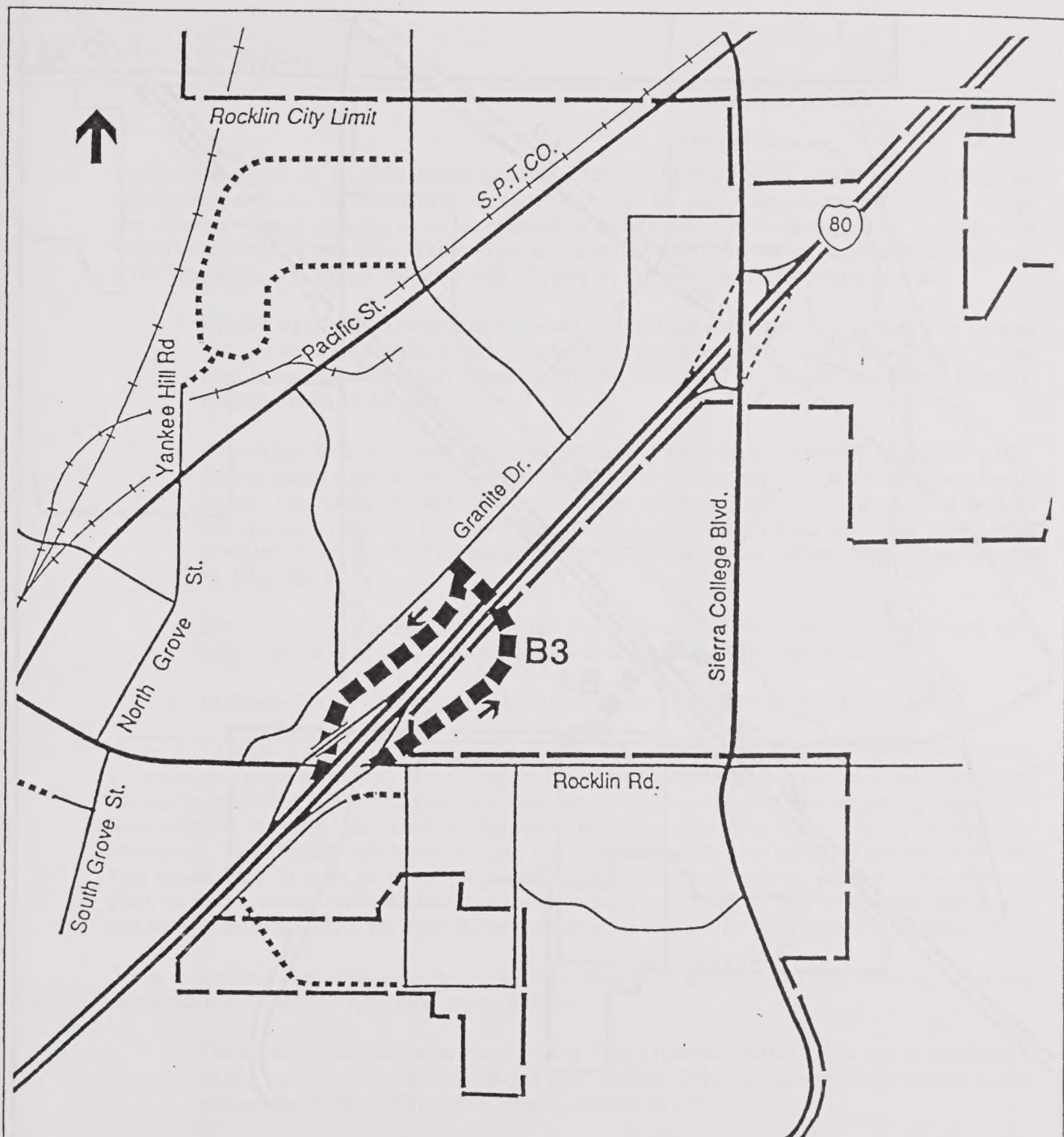


Figure 12
 I-80/ROCKLIN RD. INTERCHANGE
 IMPROVEMENT WITH FRONTAGE
 ROADS AND BRAIDED WB ON-RAMP
 (Project B3)



Figure 13
 I-80/ROCKLIN RD. INTERCHANGE
 IMPROVEMENT WITH
 WB FLYOVER ON-RAMP
 (Project B4)

In the area north of Rocklin Road between I-80 and Pacific Street, travel demand must be significantly reduced to eliminate (or reduce) the need for major improvements to the freeway interchange. Travel demand could be reduced by redesignating land uses types or densities that would be allowed in this area. There are many potential combinations of alternative land uses or other strategies that would reduce travel. Strategies for reducing traffic could include:

- **Rezone** significant amounts of the retail and/or light industrial land in that area to uses that generate less traffic demand, particularly "regional" traffic during peak hours. These uses could include warehousing, recreation uses (golf course/driving range, theaters, tennis/athletic clubs) etc.
- **Encourage** land uses that generate less traffic demand, particularly "regional" traffic during peak hours, to locate in this area through incentives. This could include a traffic impact fee structure that uses the amount of peak hour traffic demand a project contributes to a critical location to determine the amount of the fee. This type of fee structure is now in place for the Joint Powers Authority that will implement interchanges on Highway 65.
- **Develop** a Specific Plan for this area that defines that area's traffic needs as well as a viable mix of land uses that could provide acceptable traffic operations.
- **Implement** a very string trip reduction ordinance for employment in that area.

Even with these strategies, a significant improvement will be needed at the I-80/Rocklin Road interchange and the Rocklin Road/Granite Drive intersection to provide acceptable levels of service beyond the year 2010. However, with one or more of these strategies (and potentially a new overpass to I-80), the level of improvements reflected in Projects B3 or B4 may not be necessary. The City should, however, plan for a reconstructed Rocklin Road underpass of I-80 that would allow at least six lanes, plus pedestrian/bike facilities on both sides of Rocklin Road. Such an improvement could be tied to a potential future widening of I-80 by Caltrans and would not be needed until 2010, but right-of-way should be preserved for this potential improvement.

Table 5 presents the evaluation matrix for the alternative projects in Issue Area B. The key conclusions outlined in the matrix are as follows:

- The freeway overpasses (projects B1 and B2) by themselves would not result in sufficient traffic reduction on Rocklin Road and Granite Drive or substantially reduce traffic congestion in the I-80/Rocklin Road interchange area.
- Likewise, Project B3 by itself would not completely resolve congestion at the interchange.
- Project B4 provides acceptable levels of service at the interchange, but would not relieve LOS "F" conditions at the Rocklin Road/Granite Drive intersection.

Table 5
Evaluation Matrix – Issue Area B

COMPARISON TO GENERAL PLAN CIRCULATION SYSTEM (1)					
Evaluation Criteria	Project B1	Project B2	Project B3	Project B4	Projects B1 & B3
Traffic Criteria					
Provide Acceptable LOS at I-80/Rocklin Road Interchange	○ Remains LOS F	○ Remains LOS F	○ Remains LOS F	++ LOS D Likely	++ LOS D Likely
Provide Acceptable LOS at Granite Dr./Rocklin Road Intersection	○ Remains LOS F	○ Remains LOS F	○ Remains LOS F	○ Remains LOS F	+ LOSE Likely
Reduce Traffic on Rocklin Road (North of I-80)	+ -9,100 ADT -18%	○ -1,200 ADT -2%	+ -11,900 ADT -24%	○ No decrease North of I-80	++ -19,200 ADT -39%
Reduce Traffic on Granite Drive (North of Rocklin Road)	+ -2,500 ADT -8%	○ -600 ADT -2%	++ -9,700 ADT -32%	○ No decrease	++ -11,600 ADT -38%
Improve Access between North and South Rocklin	++ New Connection	++ New Connection	+ Reduces Traffic on Rocklin Road	+ Reduces Congestion on Rocklin Road	++ New Connector and Congestion Reduction
Environmental Criteria					
Degradation to Surface Water Quality	○	○ Project in proximity to Secret Ravine, but impacts not anticipated to be substantially higher than Rocklin Mall.	- Project adjacent to Secret Ravine	- Project would cross Secret Ravine.	- See Project B3
Riparian Corridor/Oak Woodland Removal	- Removal of oak wood-lands adjacent to I-80.	○	- Removal of oak wood-lands adjacent to I-80.	○ Removal of isolated oak trees.	- See Project B3
Vernal Pools/Wetland Degradation or Removal	○	○ Small wet drainage, willows in area.	○	○	○

Table 5 (Continued)
Evaluation Matrix – Issue Area B

COMPARISON TO GENERAL PLAN CIRCULATION SYSTEM (1)					
Evaluation Criteria	Project B1	Project B2	Project B3	Project B4	Projects B1 & B3
<u>Environmental Criteria</u> (Continued)					
Raptor Nest Disturbance or Removal	— Associated with oak woodlands.	O	— Associated with riparian corridor/oak woodlands.	O	
Disturbance to Known/ Potential Cultural Resources	— Resources found along Secret Ravine in area.	— Resources found along Secret Ravine in area.	— Resources found along Secret Ravine in area.	— Resources found along Secret Ravine in area.	— Resources found along Secret Ravine in area.
Removal/Relocation of Existing Uses and Approved Entitlement	O	— Conflict with Rocklin Mall plans.	— Portions of Rocklin Square property.	— Portions of Rocklin Square property.	
Exposure to Substantial Noise Increases	— Church and residential in area.	— Proximate to Loomis residential areas.	— Residential to south.	— Residential to south.	
Creation of Objectionable Views or Substantial Change in Community Character	—	— Loomis residential.	—	— Residential to south-east.	
Other	O	O	O	O	O
<u>Engineering/Cost Criteria</u>					
Construction Cost (2)	— \$8.3 million	— \$8.4 million	— \$25.1 million	— \$17.3 million	— \$33.4 million
Implementability	— High cost.	— High cost.	— Very High Cost with potential impacts on developed properties.	— Very High Cost with potential impacts on developed properties.	— Very High Cost with potential impacts on developed properties.

(1) Comparison of each project is made to the assumed General Plan Circulation System shown in Figure 5 under Buildout development levels shown in Figures 2 and 3.

(2) Does not include right of way costs.

- Project B1 together with Project B3 would allow acceptable traffic operations at the interchanges and achieve LOS "E" conditions at the Rocklin Road/Granite Drive intersection.
- Projects B1 through B4 may have impacts on water quality, biological resources, and/or cultural resources, but these should be mitigable.
- Projects B3 and B4 may or may not have significant impacts on the Rocklin Square property. A design analysis with review by Caltrans would be required to determine if significant impacts can be avoided.

Issue Area C

Issue Area C represents the Delmar area of Rocklin as well as the area along a potential extension of Yankee Hill Road to either the Summit Project or to Clover Valley (see Figure 9). This issue area includes a portion of Loomis that is west of the SP railroad tracks. The key traffic problems in this issue area under full buildout of the City are as follows:

- Significant traffic increases would occur on collector roadways with residential frontages, including Midas Avenue and Argonaut Avenue.
- Unacceptable conditions (LOS "F") would occur at the Midas Avenue/Pacific Street intersection.

It should be noted that for the year 2010, traffic increases on collector roadways in this area will be significantly less than under full buildout of the City. Also, the Midas Avenue/Pacific Street intersection would have an acceptable level of service under 2010 development levels with full implementation of the General Plan improvements on Pacific Street.

A number of new roadway alignments were considered in attempts to reduce traffic along Midas Avenue. These alternative roadway extensions involve various connections to Pacific Street, Argonaut Avenue, and Clover Valley, as shown in Table 6.

Table 6
Alternative Roadway Extensions
Issue Area C

Project	Connection to Argonaut Ave.	Connection to Clover Valley	Connects to Pacific St. at
C1	Yes	No	Yankee Hill Road
C2	No	No	Yankee Hill Road
C3	Yes	No	Via Delmar Ave.
C4	Yes	Yes	Yankee Hill Road
C5	No	Yes	Yankee Hill Road
C6	Yes	Yes	Sierra Meadows Dr.
C7	No	Yes	Sierra Meadows Dr.
C8	Yes	Yes	Dominguez Road
C9	No	Yes	Dominguez Road

The alternative projects for Issue Area C, shown in Figures 14 through 18 are summarized as follows:

- Project C1 involves an extension of Yankee Hill Road to the eastern end of the proposed Summit project. This alternative includes connecting this extension to Argonaut Avenue.
- Project C2 is the same as C1, except there would be no connection between the extension and Argonaut Avenue.
- Project C3 involves the extension of Argonaut Avenue to Delmar Avenue. This extension was included in the April, 1991 Rocklin General Plan, but was subsequently removed by amendment.
- Project C4 would consist of an extension of Yankee Hill Road north to Clover Valley with connections to Argonaut Avenue, the Summit project, and Clover Valley Road/Rawhide Road.
- Project C5 would be the same as Project C4 except there would be no connection to Argonaut Avenue.
- Project C6 is the same as Project C4 (including its connections) except Sierra Meadows Drive is extended to Clover Valley instead of Yankee Hill Road.
- Project C7 is the same as Project C6 except that there would be no connection to Argonaut Avenue.
- Project C8 is the same as Project C4 and Project C6 except that the extension to Clover Valley connects to Pacific Street at Delmar Avenue.
- Project C9 is the same as Project C8 except that there would be no connection to Argonaut Avenue.

Consideration of another alternative extension was requested in the Community Involvement Program. It involved a connection to the Summit project and use of the north portion of the Yankee Hill Road alignment shown for Projects C1 and C2. However, instead of connecting directly to Pacific Street along the current Yankee Hill Road alignment, it would curve to the west and follow the northern side of the SPRR line to Midas Avenue (in the vicinity of 5th Street or 3rd Street). This alignment was not included in the evaluation because it directed traffic into a problem location (Midas Avenue near Pacific Street) and appears to have significant environmental issue because it would parallel a portion of Antelope Creek.

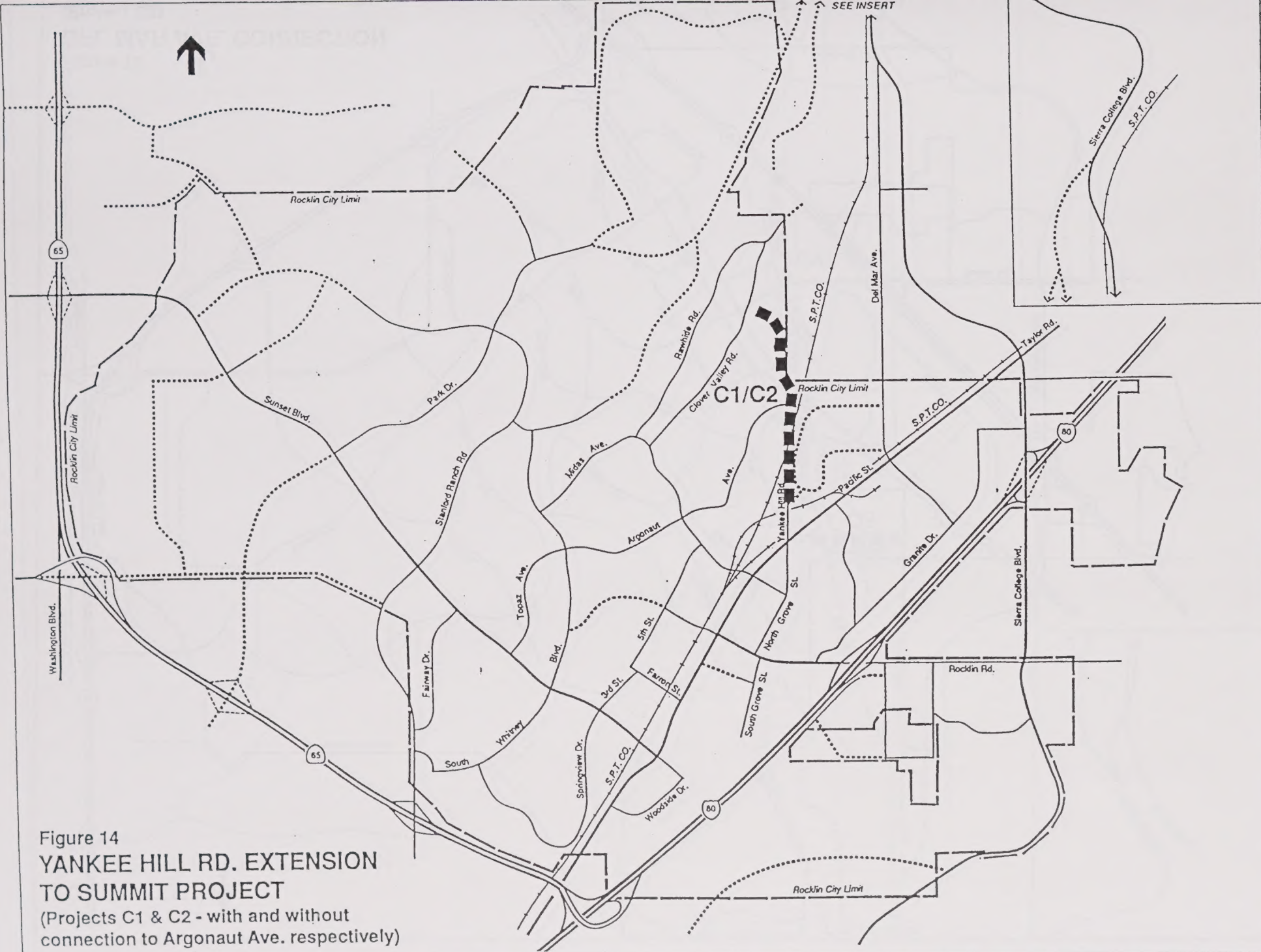


Figure 14
**YANKEE HILL RD. EXTENSION
 TO SUMMIT PROJECT**
 (Projects C1 & C2 - with and without
 connection to Argonaut Ave. respectively)

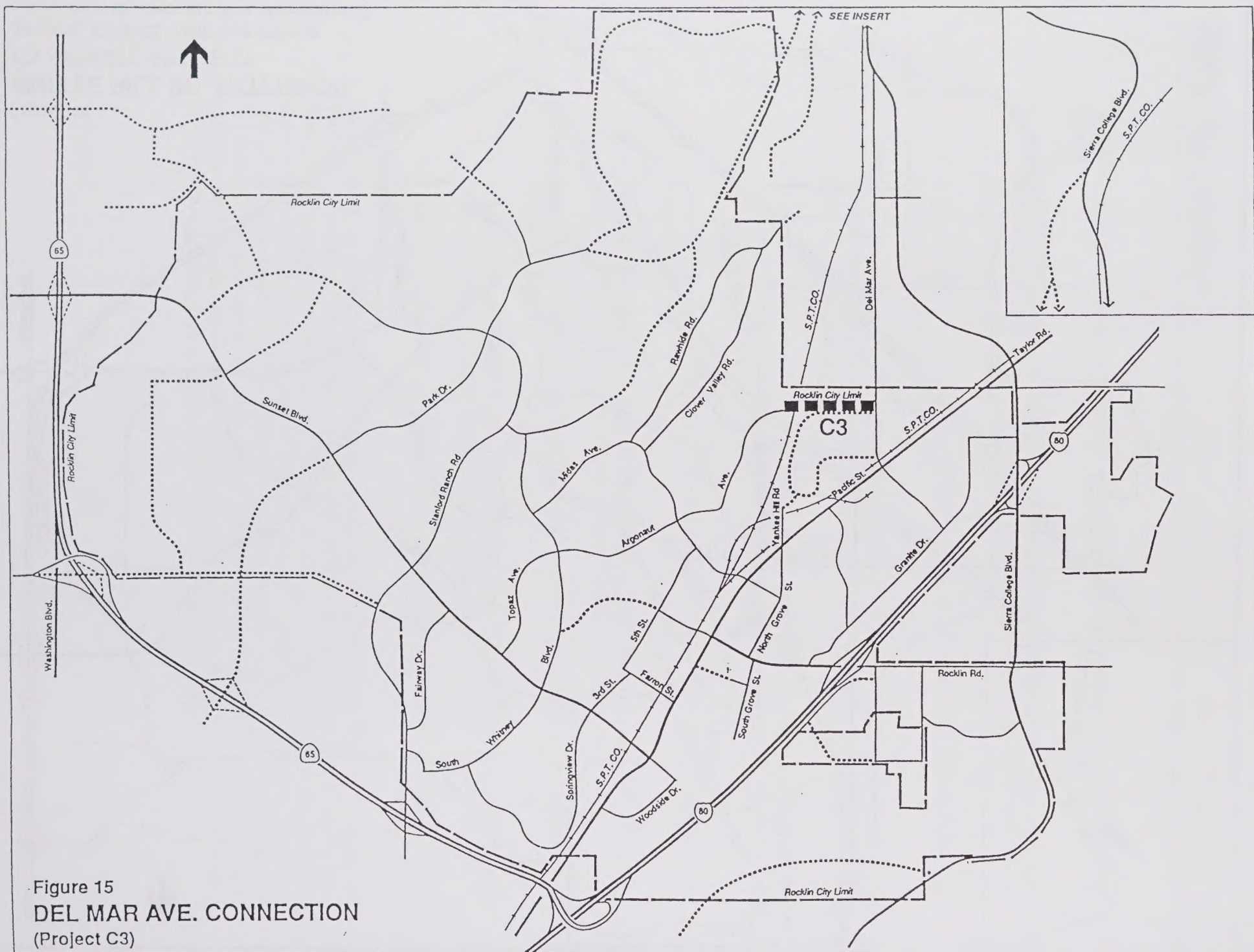
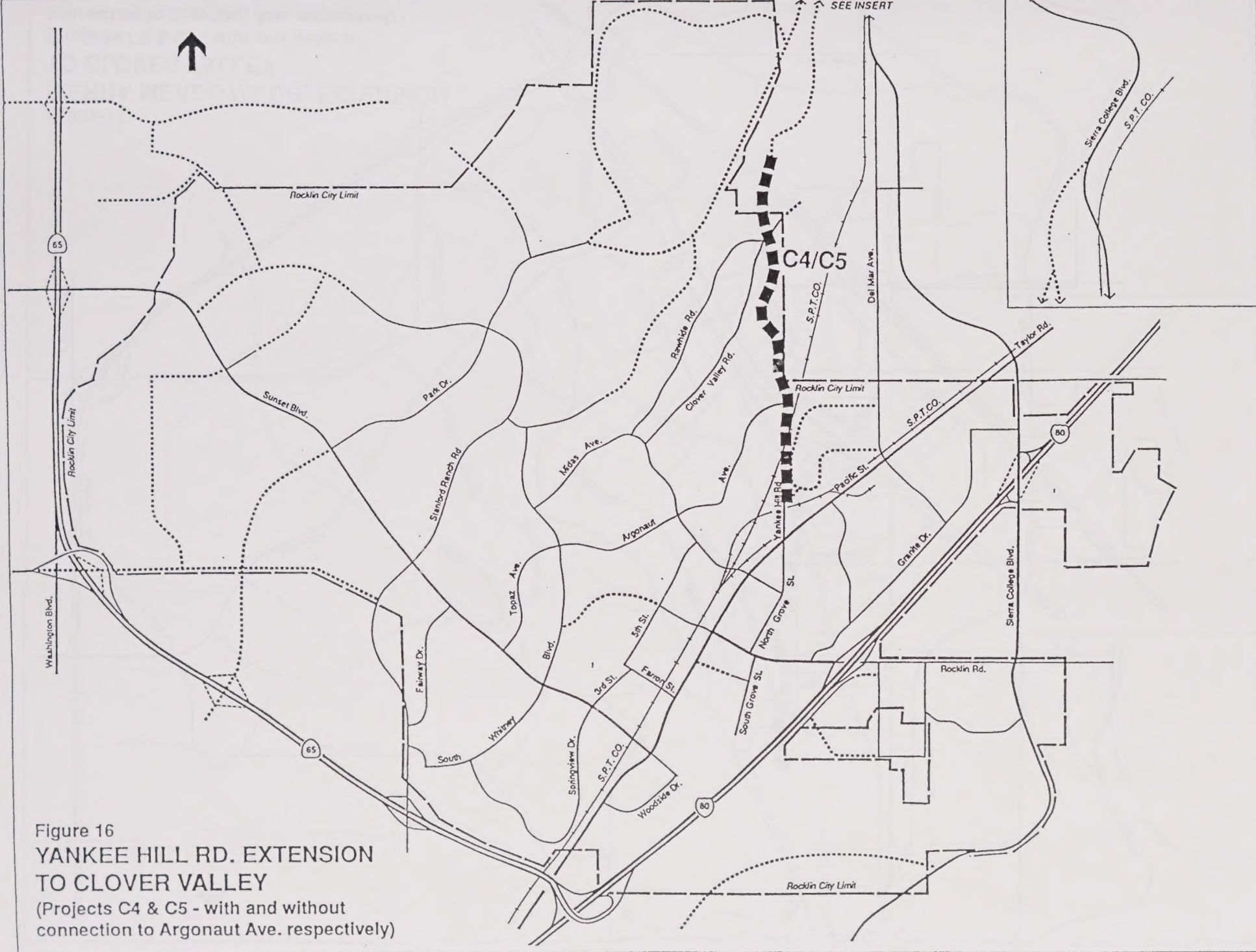


Figure 15
DEL MAR AVE. CONNECTION
(Project C3)



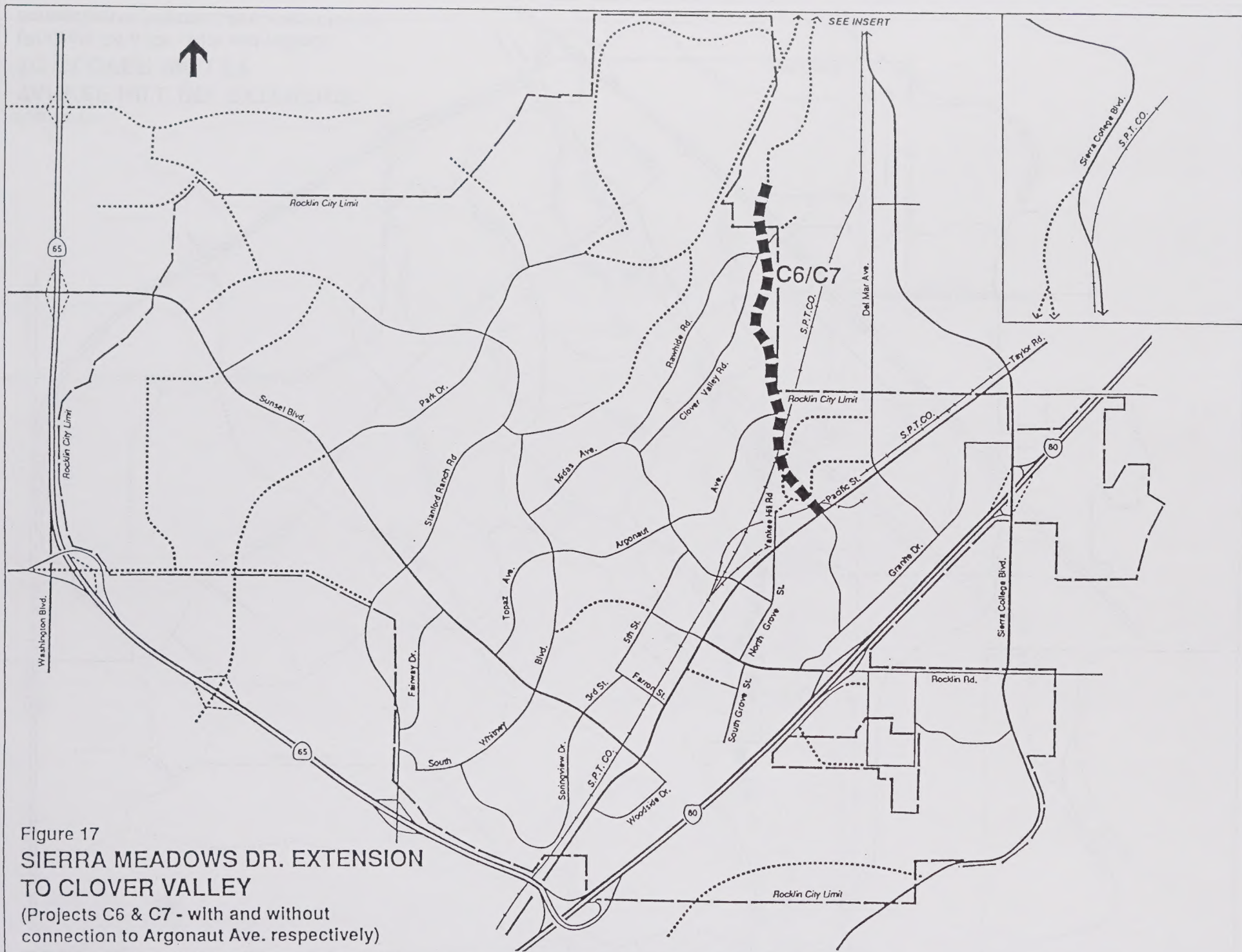


Figure 17
**SIERRA MEADOWS DR. EXTENSION
 TO CLOVER VALLEY**
 (Projects C6 & C7 - with and without
 connection to Argonaut Ave. respectively)

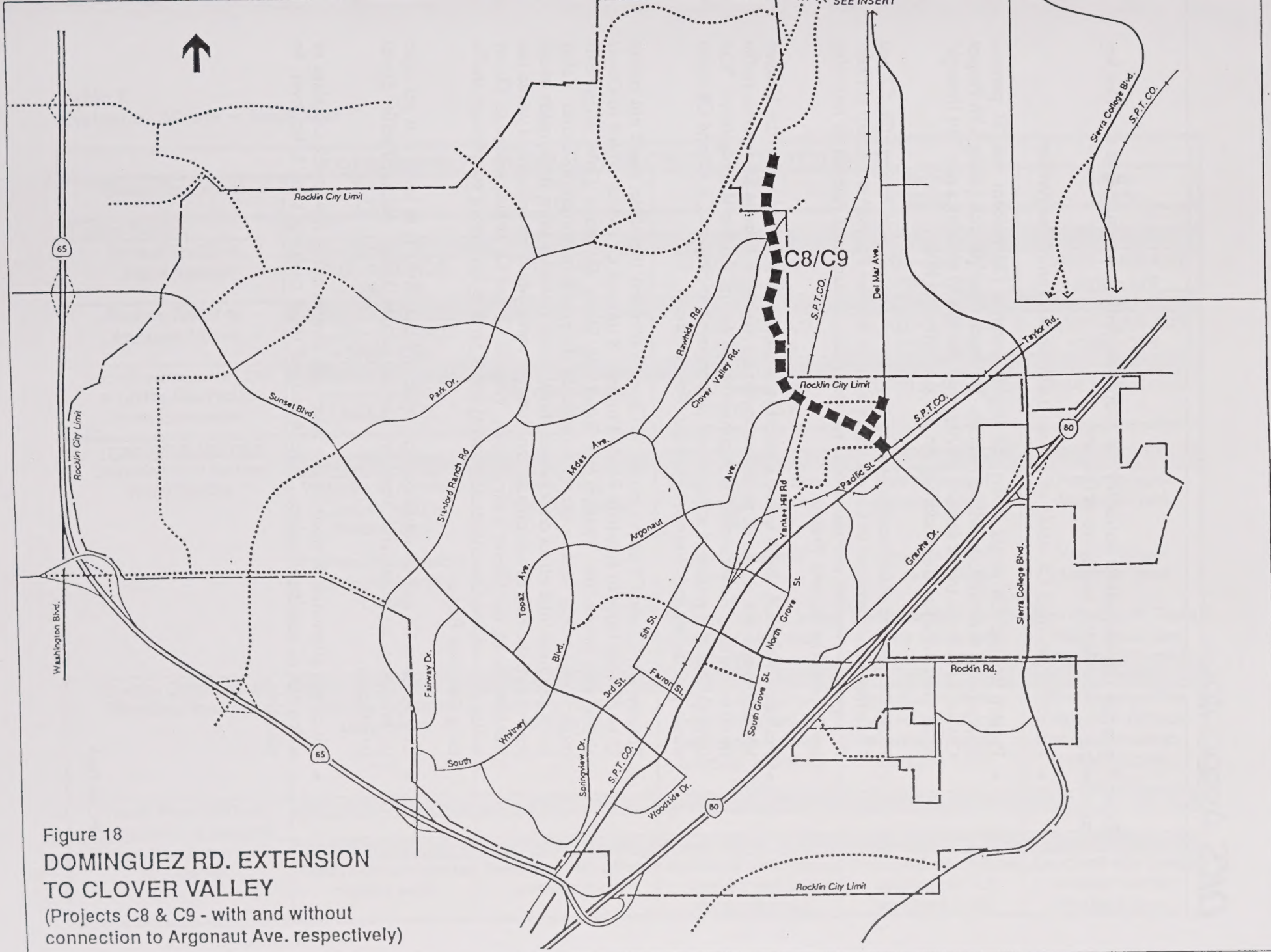


Figure 18
**DOMINGUEZ RD. EXTENSION
 TO CLOVER VALLEY**
 (Projects C8 & C9 - with and without
 connection to Argonaut Ave. respectively)

Table 7 presents the evaluation matrix for the alternative projects in Issue Area C. The key conclusions outlined in the matrix are as follows:

- Projects C1 through C9 would all reduce traffic demand on Midas Avenue.
- Project C6 and C8 would divert the largest amounts (25 percent and 23 percent respectively) of traffic from Midas Avenue. However, these projects (along with Project C3) would increase traffic demand on Argonaut Avenue by creating a new "cut through" route to eastern Rocklin, including the proposed Rocklin Mall.
- Project C2 (which would connect to just the Summit Project) and Projects C5, C7 and C9 (which would connect to Clover Valley and the Summit Project) would not connect to Argonaut Avenue; and thus would reduce traffic on Argonaut Avenue by rerouting traffic from the Summit Project.
- Projects C1 and C4, which would connect to Argonaut Avenue but utilize the Yankee Hill alignment, are predicted to reduce traffic on Argonaut Avenue since some traffic from the residential area served by Argonaut would use the Yankee Hill alignment. "Cut through" traffic is projected to be limited (as compared to Projects C3, C6 and C8 which would provide a good alternative route to Pacific Street).
- Projects C1, C2 and C3 do not extend to Clover Valley and, therefore, would not impact Clover Valley Road or Rawhide Road. Projects C4 through C7 (which extend to Clover Valley and utilize the Yankee Hill Road and Sierra Meadows Drive alignments respectively) would tend to decrease traffic on the southern portion of Clover Valley Road and have little effect on Rawhide Road. Some residents along those roads would tend to use the new extension and "cut through" traffic would be limited and would use Rawhide Road, not Clover Valley Road. Projects C8 and C9 (which extend to Clover Valley and use the Dominguez alignment) would tend to have more cut through traffic using Rawhide Road.
- Only Projects C6 and C8 would reduce traffic on Midas Avenue to levels that get close to providing an acceptable level of service at the Midas Avenue/Pacific Street intersection.
- All of the alternative projects in this issue area involve either new creek crossings or widenings of existing crossings. The impacts of these crossings should, however, be mitigable.

Table 7
Evaluation Matrix – Issue Area C

COMPARISON TO GENERAL PLAN CIRCULATION SYSTEM (1)					
Evaluation Criteria	Project C1/C2	Project C3	Project C4/C5	Project C6/C7	Project C8/C9
Traffic Criteria					
Reduce Traffic on Midas Avenue	+ / + -800/-1,000 ADT -12%/-6%	+ / + -1,200 ADT -8%	+ / + -2,200/-1400 ADT -14%/-9%	+ + / + -3,900/-1600 ADT -25%/-10%	+ + / + -3,600/-1,600 ADT -23%/-10%
Reduce Traffic on Argonaut Avenue	+ + / + + -1,500/-1,100 ADT -34%/-25%	- - - +1,500 ADT +34%	+ + / + + -2,100/-1,200 ADT -48%/-27%	- - / + + +1,100/-1,200 ADT +25%/-27%	- - / + + +1,500/-1,200 ADT +34%/-27%
Provide Acceptable LOS at Midas Ave./Pacific Street Intersection	+ / + Improvements to LOSE/LOSE	+ Improvements to LOSE	+ / + Improvements to LOSE/LOSE	+ + / + LOS C Likely/LOSE	+ + / + LOS C Likely/LOSE
Environmental Criteria					
Degradation to Surface Water Quality	- / - Widening of Antelope Creek Crossing at Yankee Road. Possible disturbance or crossing of Antelope Canal.	- New crossing of Antelope Creek.	- / - Widen Antelope Creek Crossing at Yankee Road. New crossing of Antelope Canal. New crossing of Clover Valley Creek, then road parallel to creek.	- / - New crossing of Antelope Creek. New crossing of Antelope Canal. New crossing of Clover Valley Creek, then parallel to creek.	- / - New crossing of Antelope Creek. New crossing of Antelope Canal. New crossing of Clover Valley Creek, then road parallel to creek.
Riparian Corridor/Oak Woodland Removal	- / - Riparian vegetation along creeks.	- Riparian vegetation along creeks.	- / - Riparian vegetation along creeks, and oak woodlands at creek crossings, and along creek.	- / - Riparian vegetation and oak woodlands at creek crossings, and along creek.	- / - Riparian vegetation and oak woodlands at creek crossings, and along creek.
Vernal Pools/Wetland Degradation or Removal	O	O	O	O	O
Raptor Nest Disturbance or Removal	- Associated with riparian corridor areas.	- Associated with riparian corridor areas.	- Associated with riparian corridor and oak woodland areas.	- Associated with riparian corridor and oak woodland areas.	- Associated with riparian corridor and oak woodland areas.

Table 7 (Continued)
Evaluation Matrix – Issue Area C

COMPARISON TO GENERAL PLAN CIRCULATION SYSTEM (1)					
Evaluation Criteria	Project C1/C2	Project C3	Project C4/C5	Project C6/C7	Project C8/C9
<u>Environmental Criteria</u> (Continued)					
Disturbance to Known/ Potential Cultural Resources	--/-- Historic resources along ridge of The Summit project. Archaeological resources at Yankee Hill.	-- Archaeological resources at Yankee Hill.	--/-- Historic resources along ridge of The Summit project. Archaeological resources at Yankee Hill.	--/-- Historic resources along ridge of The Summit project. Archaeological resources at Yankee Hill.	--/-- Historic resources along ridge of The Summit project. Archaeological resources at Yankee Hill.
Removal/Relocation of Existing Uses and Approved Entitlement	O/O Removal/relocation of a portion of a storage yard.	O	O/O	--/-- Removal/relocation of a portion of a storage yard.	O/O
Exposure to Substantial Noise Increases	--/-- May exceed 60 dBA in L10 along Yankee Hill Road.	O	--/-- May exceed 60 dBA in L10 along Yankee Hill Road.	--/-- May exceed 60 dBA in L10 along Yankee Hill Road.	--/-- May exceed 60 dBA in L10 along Yankee Hill Road.
Creation of Objectionable Views or Substantial Change in Community Character	--/-- Grading, slope alteration, conversion of open space, and views from surrounding areas.	O	--/-- Grading, slope alteration, conversion of open space, and views from surrounding areas.	--/-- Grading, slope alteration, conversion of open space, and views from surrounding areas.	--/-- Grading, slope alteration, conversion of open space, and views from surrounding areas.
Other	O/O	O	O/O	O/O	O/O
<u>Engineering/Cost</u> Criteria					
Construction Cost (2)	--/-- \$11.5 million	-- \$11.5 million	--/-- \$15.5 million	--/-- \$15.9 million	--/-- \$18.9 million
Implementability	--/-- High cost.	-- High cost.	--/-- High cost.	--/-- High cost.	--/-- High cost.

(1) Comparison of each project is made to the assumed General Plan Circulation System shown in Figure 5 under Buildout development levels shown in Figure 2 and 3.

(2) Does not include right of way costs.

Issue Area D

Issue Area D represents the area along Pacific Street from Midas Avenue to the City of Roseville, as well as the residential areas between Pacific Street and Stanford Ranch (see Figure 9). The key traffic problems in this issue area under full buildout of the City are as follows:

- Unacceptable levels of service are expected at three major signalized intersections along Pacific Street: at Midas Avenue (LOS "F"), Rocklin Road (LOS "F") and Sunset Boulevard (LOS "E"). Also the four lanes on this section of Pacific Street will not have sufficient capacity to meet the City's level of service goals.
- The intersections of Sunset Boulevard/3rd Street and Rocklin Road/5th Street would also operate at unacceptable levels of service.
- Several collector streets that have residential frontage will experience traffic increases due to the buildout of development in North Rocklin. Increases on some roadways will be minor while others will be significant.

Alternative projects include widenings of some intersections, creation of a one-way couplet to relieve portions of Pacific Street and consideration of eliminating the proposed Rocklin Road extension from the General Plan. These alternative projects, shown in Figures 19 and 20, are summarized as follows:

- Project D1 involves improvements to the Midas Avenue/Pacific Street intersection to provide a second eastbound left turn lane and an exclusive southbound right turn. This widening would require right-of-way acquisition from the northwest corner of the intersection and, depending on the design, could have significant right-of-way impacts from other corners of the intersection.
- Project D2 involves a major widening of the Rocklin Road/Pacific Street intersection which would require significant right-of-way impacts on all four corners of the intersection. To achieve an acceptable level of service, an additional through lane would be needed in each direction on Rocklin Road as well as widening Pacific Street to accommodate both a second westbound left turn lane and a second westbound through lane.
- Project D3 consists of a widening of Pacific Street at its intersection with Sunset Boulevard. The Circulation Element of the City's General Plan calls for widening Pacific Street to six lanes west of Sunset Boulevard and having four lanes on Pacific Street east of this intersection. Project D3 involves widening of Pacific Street to six lanes for several hundred feet east of Sunset Boulevard to provide additional through lanes at the intersection. East of this point, Pacific Street could remain four lanes wide to the vicinity of Rocklin Road.

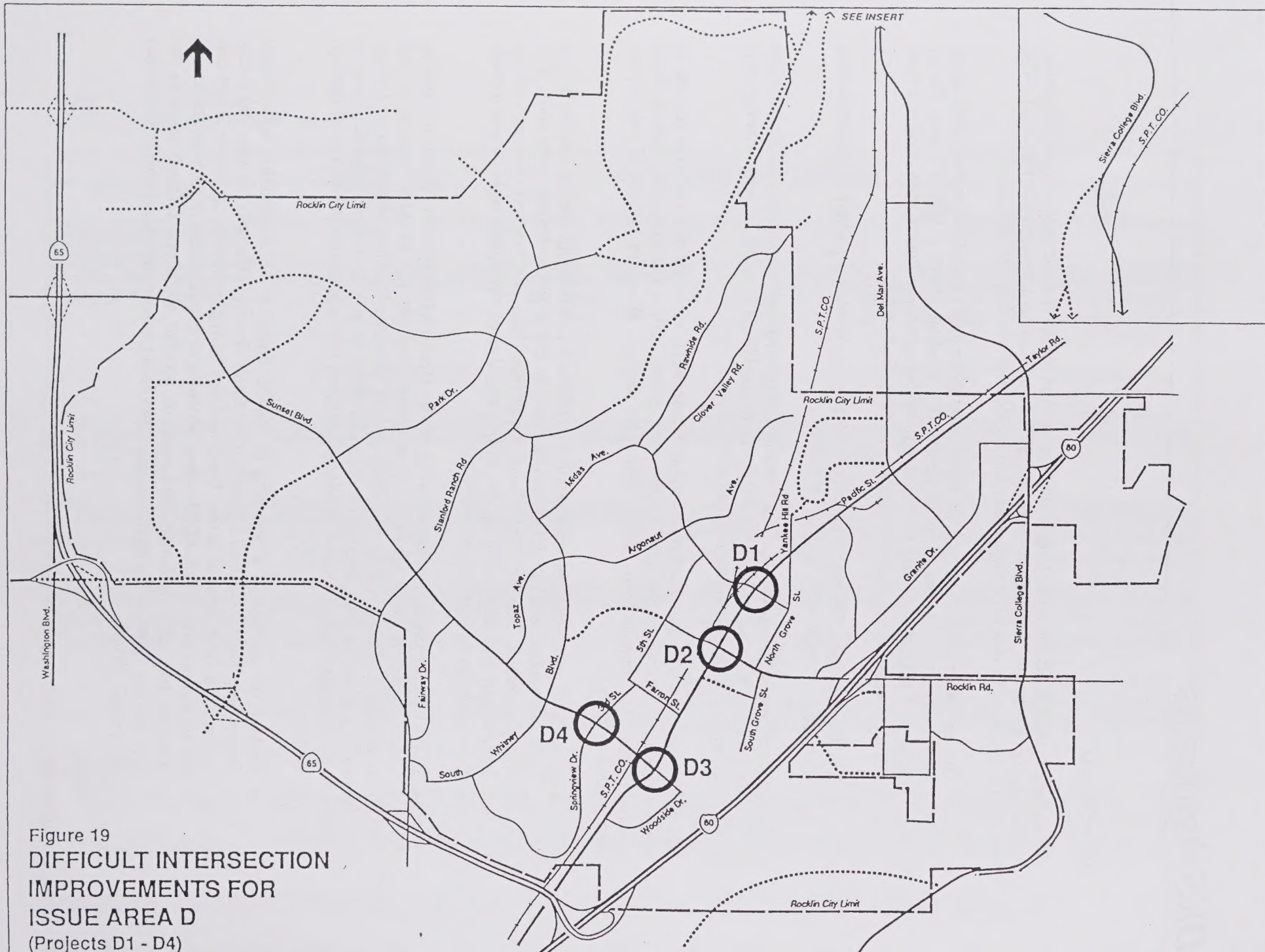


Figure 19
 DIFFICULT INTERSECTION
 IMPROVEMENTS FOR
 ISSUE AREA D
 (Projects D1 - D4)

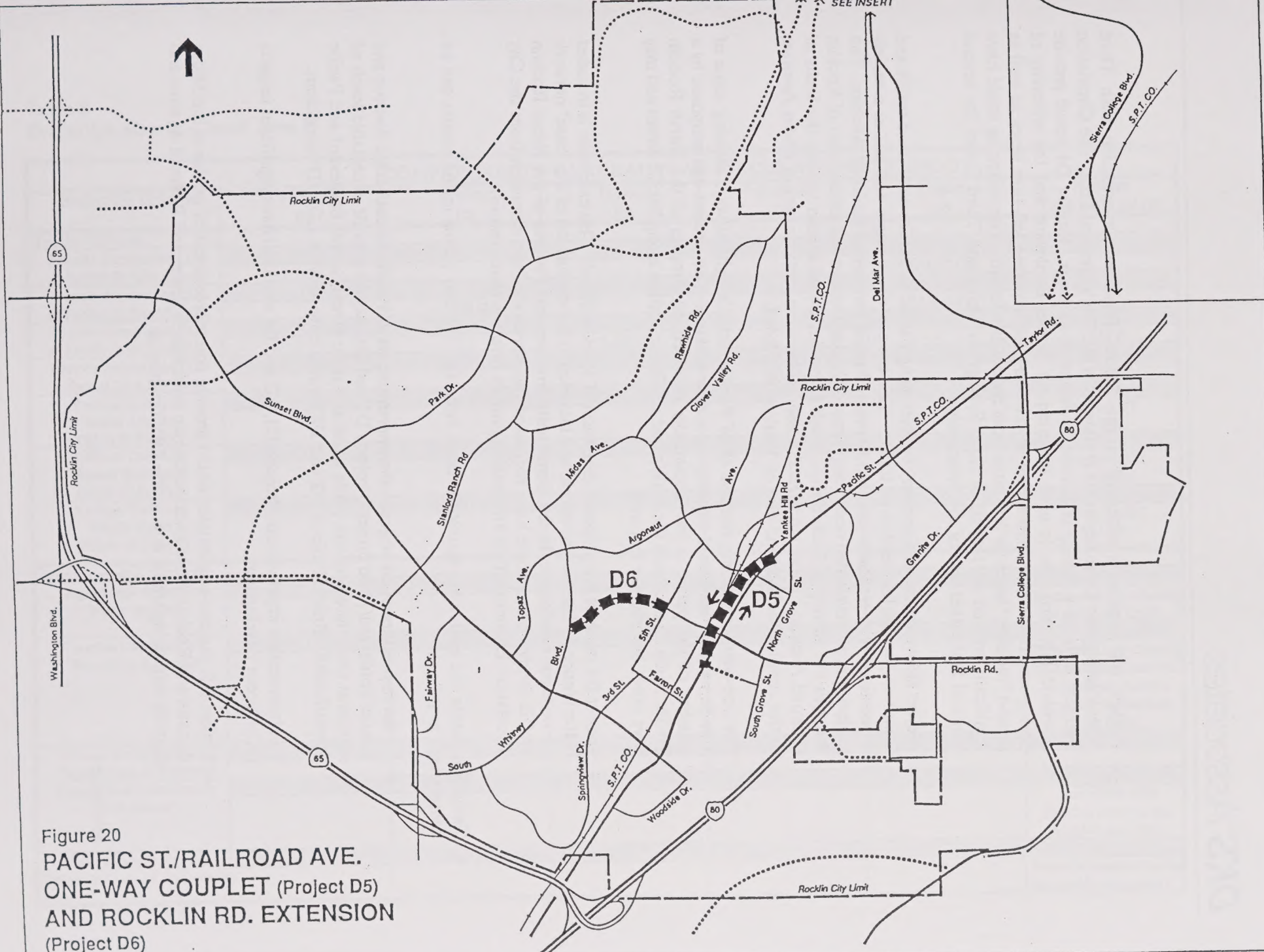


Figure 20
 PACIFIC ST./RAILROAD AVE.
 ONE-WAY COUPLET (Project D5)
 AND ROCKLIN RD. EXTENSION
 (Project D6)

- Project D4 involves a widening of the Sunset Boulevard intersection with Third Street/Springview Drive beyond that allowed in the City's General Plan. The Circulation Element calls for widening of Sunset Boulevard to six lanes. Project D4 would provide a second left turn lane in each direction on Sunset Boulevard and the widening of Springview Drive and Third Street to provide both separate left turn lanes as well as second "receiver" lanes for left turns from Sunset Boulevard. This widening could have significant impacts on properties along Springview Drive and Third Street for several hundred feet either side of the intersection.
- Project D5 would create a one-way couplet using Pacific Street for eastbound traffic and Railroad Avenue for westbound traffic. This couplet could begin and end at a variety of locations with transition sections between Pacific Street and Railroad Avenue. The project that was evaluated would begin east of Midas Avenue and extend west of Rocklin Road to the vicinity of Bush Street. Such a couplet would extend beyond the limits of Railroad Avenue. There are several possible transition sections east of Midas Avenue; or the couplet could extend east of Yankee Hill Road.

The one-way couplet may not use all of Pacific Street's right-of-way, allowing some of it to be used for additional landscaping and/or parking. This project was proposed by a member of the public in the Community Involvement Process of the North Rocklin Traffic Study. It addresses the anticipated traffic congestion along Pacific Street and may have other benefits for that area.

- Project D6 involves the proposed extension of Rocklin Road. This extension is included in the General Plan and, therefore, was included in the evaluation of the "base" network for buildout conditions. In the Community Involvement Process of the North Rocklin Traffic Study, some people have requested the removal of the extension from the City Circulation Element. This alternative project involves that removal.

Table 8 presents the evaluation matrix for Issue Area D. The key points in this matrix can be summarized as follows:

- Of the four intersection projects, the improvements at Pacific Street/Midas Avenue and Sunset Boulevard/Third Street (Projects D1 and D4) would provide acceptable levels of service at those intersections, while those at Pacific Street/Sunset Boulevard and Pacific Street/Rocklin Road (Projects D2 and D3) would only provide LOS "D" conditions.
- The intersection improvement Projects D1, D2 and D4 would all have significant impacts on adjacent development.
- Project D5, the one-way couplet would provide acceptable levels of service at the Midas Avenue and Rocklin Road intersections on both Pacific Street and Railroad Avenue and thereby improving traffic flow in the Old Town area.

Table 8
Evaluation Matrix – Issue Area D

COMPARISON TO GENERAL PLAN CIRCULATION SYSTEM (1)						
Evaluation Criteria	Project D1	Project D2	Project D3	Project D4	Project D5	Projects D6 & D3 & D4 (5)
Traffic Criteria						
Provide Acceptable LOS at Pacific St./Midas Ave.	++ LOS C	O	O	O	++ LOS C (3)	O
Provide Acceptable LOS at Pacific St./Rocklin Rd.	O	+ LOS D	O	O	++ LOS C (4)	O
Provide Acceptable LOS at Pacific St./Sunset Blvd.	O		+ LOS D	O	O	-- LOS E
Provide Acceptable LOS at Sunset Blvd./Third St.	O			++ LOS B	O	O LOS C
Reduce Traffic on Midas Avenue (West of Pacific)	O	O	O	O	O	O +300 ADT +2%
Reduce Traffic on Sunset Boulevard (West of Pacific)	O	O	O	O	O	-- +5,300 ADT +15%
Reduce Traffic on Pacific Street (North of Sunset)	O	O	O	O	O	-- +5,400 ADT +13%
Environmental Criteria						
Degradation to Surface Water Quality	O	O	O	O	O	+ Eliminates new crossing at Antelope Creek.
Riparian Corridor/Oak Woodland Removal	O	O	O	O	O	+ Eliminates new crossing of Antelope Creek and removal of riparian vegetation, isolated oak trees.
Vernal Pools/Wetland Degradation or Removal	O	O	O	O	O	O
Raptor Nest Disturbance or Removal						+ Associated with riparian corridor and isolated oak trees.
Disturbance to Known/Potential Cultural Resources	O	O	O	O	O	Potential historic Spring (per public comment)

Table 8 (Continued)
Evaluation Matrix – Issue Area D

COMPARISON TO GENERAL PLAN CIRCULATION SYSTEM (1)						
Evaluation Criteria	Project D1	Project D2	Project D3	Project D4	Project D5	Projects D6 & D3 & D4 (5)
<u>Environmental Criteria</u> (Continued)						
Removal/Relocation of Existing Uses and Approved Entitlement	---	---	---	---		O
Exposure to Substantial Noise Increases	Significant impacts on northwest corner.	Significant impacts on all four corners.		Significant impacts on Springview and Third.		
	O	O	O	O	O	+
Creation of Objectionable Views or Substantial Change in Community Character	O	O	O	O	O	+
Other						Eliminates new roadway immediately adjacent to housing.
	O	O	O	O	O	Eliminates possible impact to individual residences.
	O	O	O	O	O	O
<u>Engineering/Cost Criteria</u>						
Construction Cost (2)	---	---	---	---	---	
	\$400,000	\$250,000	\$400,000	\$270,000	\$2.2 million (6)	NA
Implementability	---	---	---	---	---	++
	Significant right of way impacts.	Major right of way impacts.	Right of way impacts may be acceptable.	Significant right of way impacts.	Requires plan for Old Town area.	Existing conditions.

(1) Comparison of each project is made to the assumed General Plan Circulation System shown in Figure 5 under Bulldout development levels shown in Figures 2 and 3.

(2) Does not include right of way costs.

(3) Reflects levels of service at both intersections in one-way couplet: Pacific Street/Midas Avenue and Railroad Avenue/Midas Avenue.

(4) Reflects levels of service at both intersections in one-way couplet: Pacific Street/Rocklin Road and Railroad Avenue/Rocklin Road.

(5) Assumes elimination of Rocklin Road extension from General Plan

(6) Assumes reconstruction of Pacific Street between Midas Avenue and Bush Street.

- The one-way couplet would impact properties at the transition points at the ends of the couplet, but the couplet could provide additional room for landscaping and/or parking along Pacific Street.
- The elimination of the Rocklin Road extension would not increase traffic substantially on Midas Avenue; but it would result in a significant increase on Sunset Boulevard and Pacific Street. These increases would worsen the level of service at the Sunset Boulevard/Pacific Street intersection to LOS "F" despite intersection improvement D3.
- The extension of Rocklin Road would also not result in a significant change in traffic volumes on the critical section of Rocklin Road near I-80.
- The Rocklin Road extension would have some impacts due to a creek crossing and adjacent development, but these should be mitigable. Removal of the extension from the General Plan would have positive environmental impacts compared to those under the General Plan.

Issue Areas E and F

Issue Area E represents the undeveloped western portion of Rocklin, primarily the proposed Sunset West development (see Figure 9). Issue Area F is the northern portion of Rocklin, including Stanford Ranch and the proposed Sunset Ranchos development. The key traffic problems in Issue Area E under full buildout of the City are as follows:

- Unacceptable levels of service would occur along Sunset Boulevard at three major intersections: the two intersections with Stanford Ranch Road and the intersection with West Oaks Boulevard.
- The General Plan roadway system's proposed connections to the Blue Oaks Boulevard/Highway 65 interchange are redundant with the proposed Park Drive/Pleasant Grove Boulevard connection to Highway 65 and therefore do not serve western and northern Rocklin as well as they could.

Traffic congestion at the West Oaks Boulevard/Sunset Boulevard would be resolved by Project A6. At the northern intersection of Stanford Ranch Road and Sunset Boulevard, the General Plan roadway system includes six lanes on both of these roadways with the maximum number of turn lanes on all approaches to the intersection. This maximum geometry only provides LOS "D" conditions at buildout. Some alternative projects for Issue Area E, shown in Figures 21 through 23, can be summarized as follows:

- Project E1 involves improvements to the existing Sunset Boulevard/Stanford Ranch Road intersection. The General Plan calls for Stanford Ranch Road to have six lanes west of Sunset Boulevard and four lanes east of Sunset Boulevard. Project E1 would involve widening Stanford Ranch Road to six lanes for several hundred feet east of Sunset Boulevard plus provision of dual left turn lanes on Stanford Ranch Road.
- Project E2 reflects the proposed circulation system for the Sunset West development that involves a revised circulation system from that shown in the City's General Plan. It calls for a connection between Sunset Boulevard and the Blue Oaks Boulevard interchange with Highway 65 that is generally parallel with the proposed Park Drive/Pleasant Grove connection to Highway 65.
- Project E3. This circulation system for the Sunset West development area involves a direct connection between West Oaks Boulevard and Blue Oaks Boulevard; thereby eliminating the need for traffic from north Rocklin to "jog" on Sunset Boulevard to reach the connection to Highway 65; and improving the spacing between the Blue Oak Boulevard and Park Drive/Pleasant Grove connections to Highway 65.

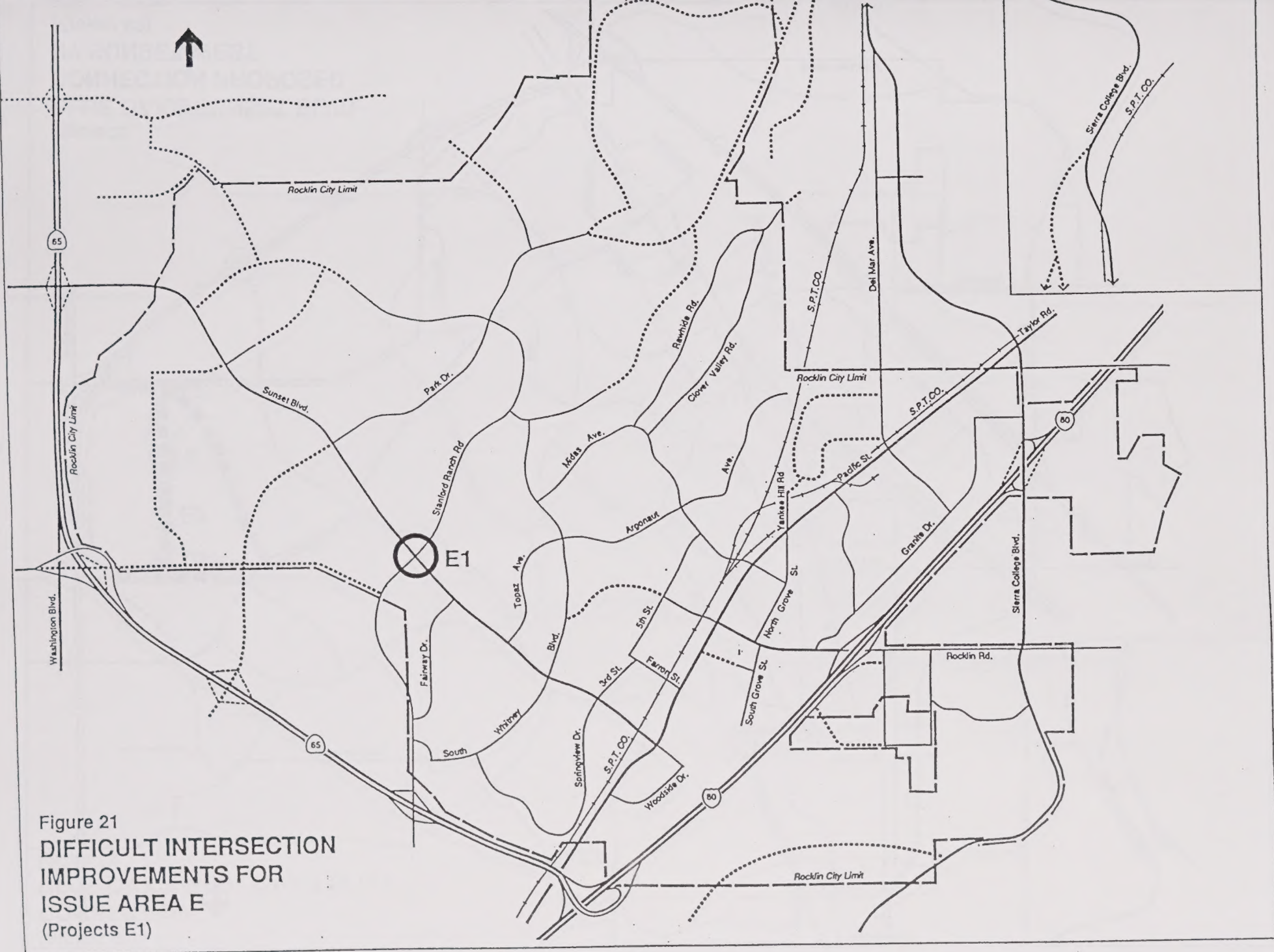


Figure 21
DIFFICULT INTERSECTION
IMPROVEMENTS FOR
ISSUE AREA E
(Projects E1)

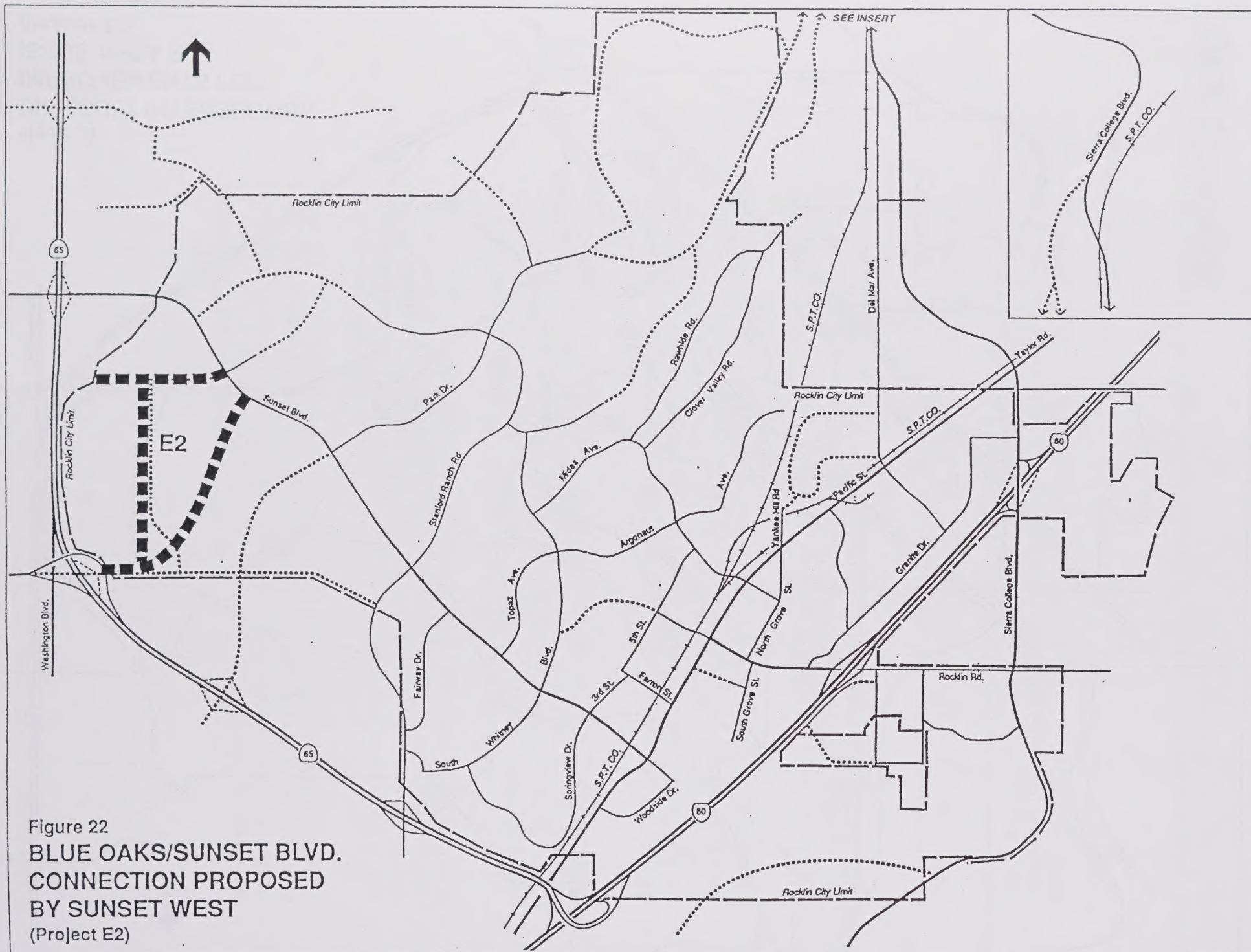


Figure 22
 BLUE OAKS/SUNSET BLVD.
 CONNECTION PROPOSED
 BY SUNSET WEST
 (Project E2)

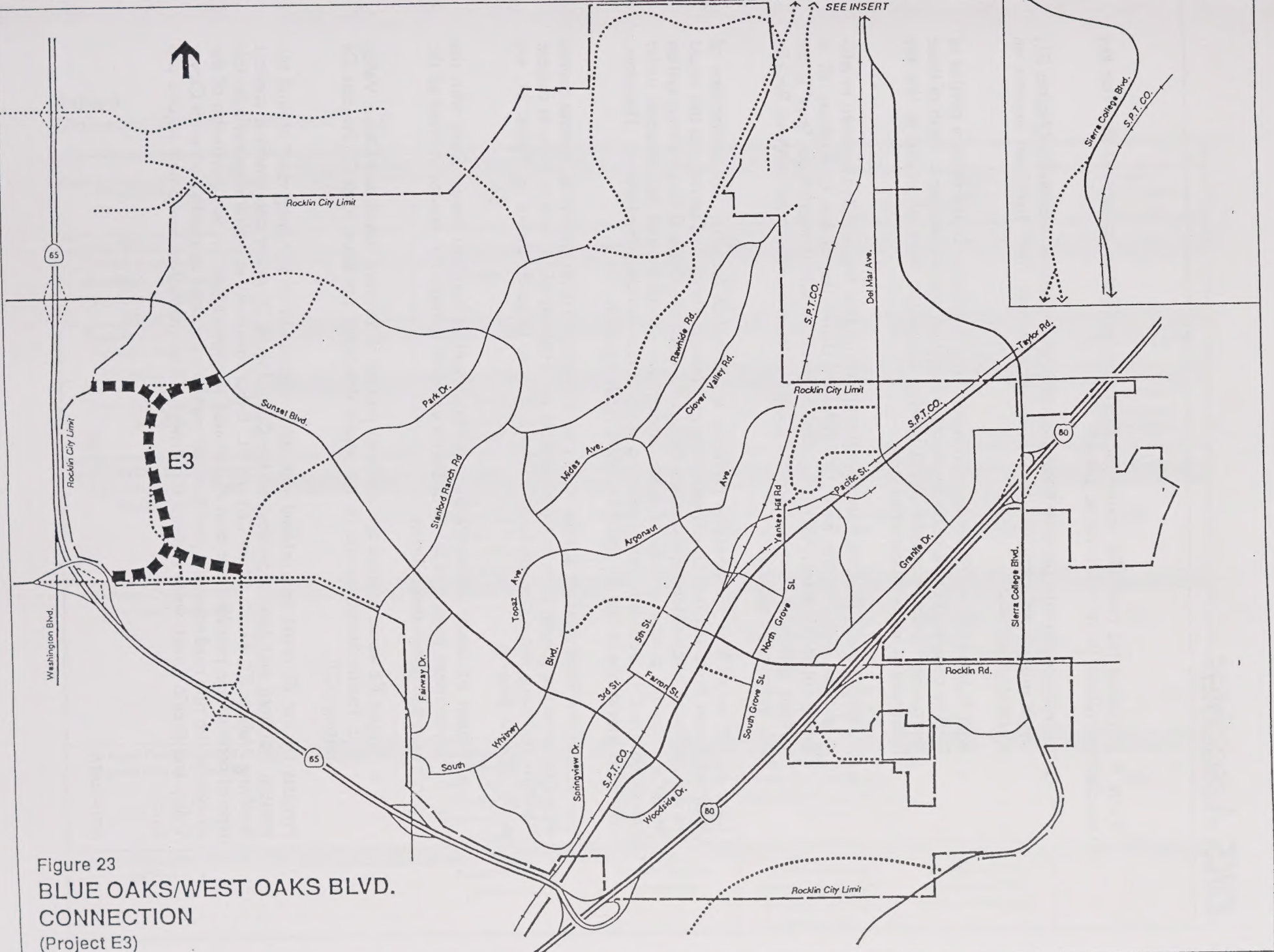


Figure 23
BLUE OAKS/WEST OAKS BLVD.
CONNECTION
(Project E3)

Table 9 represents the evaluation matrix for alternative projects in Issue Area E. The key conclusions outlined in the matrix are as follows:

- Improvements to the Stanford Ranch Road/Sunset Boulevard intersection (Project E1) would provide an acceptable level of service, but may have significant impacts on adjacent properties.
- Both Projects E2 and E3 would provide improved circulation for the western portion of Rocklin compared to the roadway system in Rocklin's circulation system. Both of these alternative roadway systems would provide acceptable levels of service at the key intersections in the Sunset West area.
- Project E2 would likely serve western Rocklin better than Project E3 in the short to mid-term; that is before the Park Drive/Peasant Grove connection to Highway 65 is implemented. However, in the long-term, Project E3 would eliminate some "jogs" in the roadway system and thus may provide a better circulation system for northern Rocklin as it approaches buildout.

Issue Area F would have limited traffic problems at buildout of the City. The intersection of Stanford Ranch Road and Park Drive would have an unacceptable level of service, but this would be resolved by an intersection improvement: Project A5. But, the General Plan roadway system would not provide a large amount of spare capacity for growth beyond that assumed under buildout of the City, such as increased densities in the Sunset Ranchos development. Therefore, additional improvements may be needed to allow further growth.

The projects that were explored in Issue Area F were developed in an attempt to improve overall access between the growth areas in North Rocklin and Highway 65, as well as areas in eastern Rocklin (including the proposed Rocklin Mall). These projects, shown in Figure 24, are summarized as follows:

- Project F1 would connect West Oaks Boulevard at Stanford Ranch Road with the northeastern portion of Stanford Ranch and pass through the eastern portions of the Sunset Ranchos development.
- Project F2 would connect the northeast portion of Stanford Ranch and Clover Valley with Pacific Street via one of the routes developed for Issue Area C (Projects C4 through C9).

Projects F1 and F2 could be combined with other projects to form a "ring road" around the western, northern and eastern portions of the City. Figure 24 shows one potential concept involving Projects E3, F1, F2, C5 (or C6) and B1. Other combinations and/or alignments for this type of concept are possible since most of this area is undeveloped. A key conclusion of the analysis of the ring road concept is that it would require a four lane connection between Clover Valley and Pacific Street; while Projects C4 through C9 by themselves would only require two lanes.

Table 9
Evaluation Matrix – Issue Areas E & F

COMPARISON TO GENERAL PLAN CIRCULATION SYSTEM (1)						
Evaluation Criteria	Project E1	Project E2	Project E3	Project F1	Project F2	Projects B1 & C8 & E3 & F1 & F2
Traffic Criteria						
Provide Acceptable LOS at existing Sunset Blvd./Stanford Ranch Road Intersection	++ LOS C	O Remains LOS F	O Remains LOS F	O	O	O
Improve Access between Northern Rocklin and Southeast Rocklin	O	O	O	O	++ Connects NE Stanford Ranch with SE Rocklin.	++ Provides Ring Road
Improve Access between Hwy 65 and Northwest Rocklin	O	++ Improved access compared to General Plan.	++ Improved access compared to General Plan.	++ Improved access compared to General Plan.	O	++ Improved access compared to General Plan.
Environmental Criteria						
Degradation to Surface Water Quality	O	— New crossing of Pleasant Grove Creek, and potential for road to parallel creek in locations.	— New crossing of Pleasant Grove Creek, and potential for road to parallel creek in locations.	— New crossing of Pleasant Grove Creek, and Clover Valley Creek.	— New crossing of Antelope Canal, and Clover Valley Creek.	(4)
Riparian Corridor/Oak Woodland Removal	O	O	O	— Removal of riparian vegetation along Pleasant Grove Creek, and Clover Valley Creek; removal/disturbance of oak woodlands in northeast areas.	— Removal or riparian vegetation along Antelope Canal, and Clover Valley Creek; loss of oak woodlands.	(4)
Vernal Pools/Wetland Degradation or Removal	O	— Removal of vernal pools and associated sensitive species, disruption to Pleasant Grove Creek.	— Removal of vernal pools and associated sensitive species, disruption to Pleasant Grove Creek.	— Possible removal of vernal pools/wetlands, and associated sensitive species.	O	(4)
Raptor Nest Disturbance or Removal		— Associated with grasslands.	— Associated with grasslands.	— Associated with grasslands, riparian corridors, and oak woodlands.	— Associated with riparian corridors, and oak woodlands.	(4)

Table 9 (Continued)
Evaluation Matrix – Issue Areas E & F

COMPARISON TO GENERAL PLAN CIRCULATION SYSTEM (1)						
Evaluation Criteria	Project E1	Project E2	Project E3	Project F1	Project F2	Projects B1 & C8 & E3 & F1 & F2
<u>Environmental Criteria</u> (Continued)						
Disturbance to Known/ Potential Cultural Resources	O	Unknown, data not available.	Unknown, data not available.	The project would pass through areas known to have cultural resources, and areas which have not been surveyed.	Historic and prehistoric resources identified within the general project vicinity; information unavailable for the specific project area.	(4)
Removal/Relocation of Existing Uses and Approved Entitlement	— Impacts on properties in northwest corner.	O Undeveloped	O Undeveloped	O Undeveloped	O Undeveloped	(4)
Exposure to Substantial Noise Increases	O	O	O	O	O	(4)
Creation of Objectionable Views or Substantial Change in Community Character	O	O	O	O Grading, conversion of open space, views from surrounding areas.	— Grading, slope alteration, and conversion of open space in generally undeveloped, scenic area.	(4)
Other	O	O	O	O	O	(4)
<u>Engineering/Cost Criteria</u>						
Construction Cost (2)	— \$360,000	(3)	(3)	— \$18.7 million	— \$13.6 million	— \$59.5 million
Implementability	— Impacts on adjacent development.	+ Proposed by developers.	— May be opposed by developers.	— High cost.	— High cost.	— Very high cost.

(1) Comparison of each project is made to the assumed General Plan Circulation System shown in Figure 5 under Buildout development levels shown in Figure 2 and 3.

(2) Does not include right of way costs.

(3) Part of Sunset West Development

(4) See individual projects.

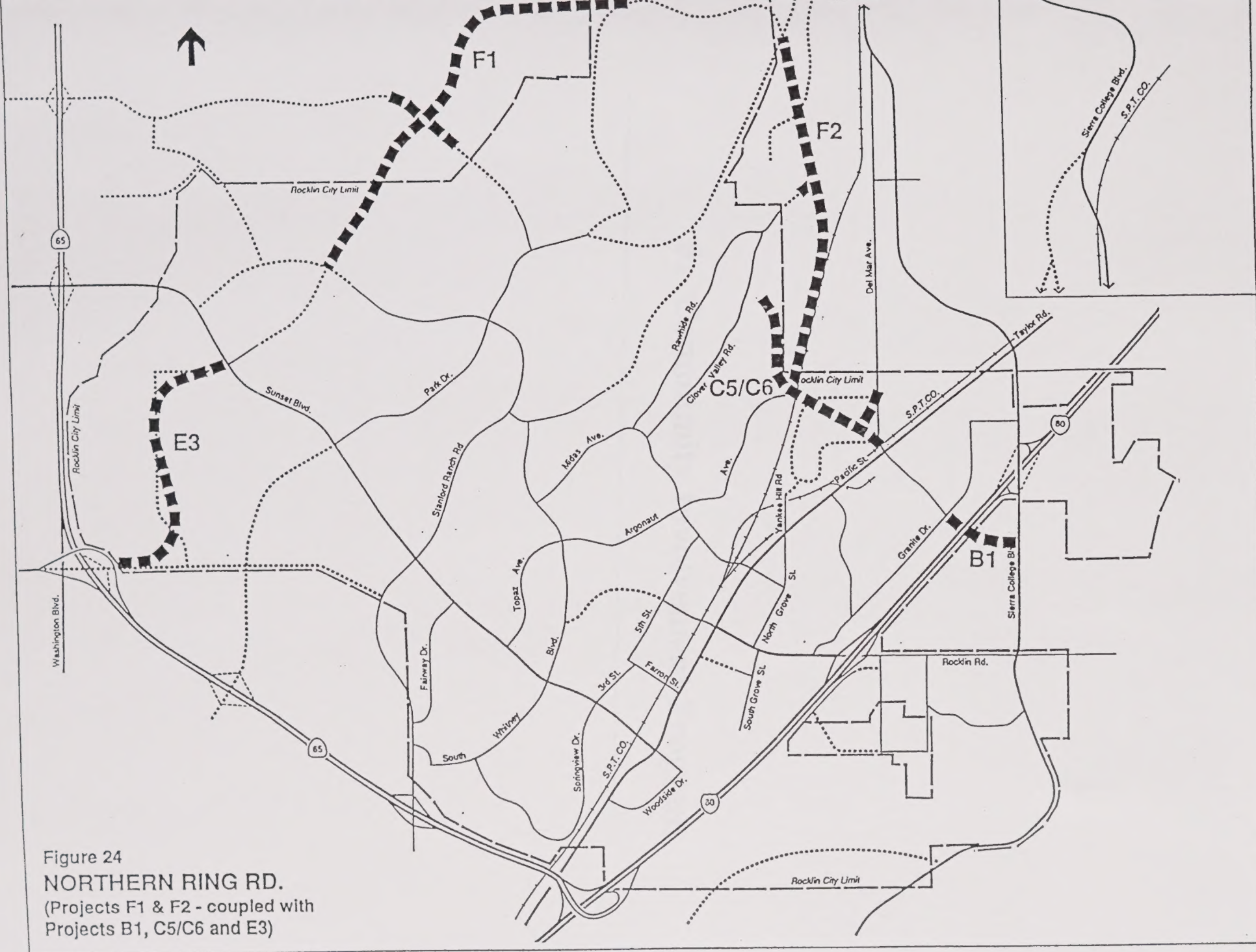


Figure 24
NORTHERN RING RD.
 (Projects F1 & F2 - coupled with
 Projects B1, C5/C6 and E3)

5. Community Involvement Program

5. Community Involvement Program

The North Rocklin Traffic Study included a community involvement program to gain input from local residents and businesses on traffic problems and issues as well as potential solutions to those problems. Community input has been gathered during three public meetings. A fourth and final meeting will be held on March 30, 1993. This meeting will involve a joint workshop of the Planning Commission and the City Council. It will allow the public to summarize their comments to the Planning Commission and City Council members on how the number of alternative projects might be narrowed to those that should be considered further in a full environmental impact report. This section provides documentation on the three previous meetings including the following:

- Time, location, attendance and agenda of the meeting
- Questions asked by the public at the meeting
- Comments provided by the public at the meeting

Some letters were received on the North Rocklin Traffic Study following the March 3, 1993 community meeting. These letters are included in Appendix D.

November 5, 1992 Open House

This community involvement event that was held early in the study process involved an "open house" format to both provide the public with information on the study process and to gain input from the public. The open house was held between 3:30 P.M. and 8:00 P.M. at the Rocklin Community Center. Its format allowed people to come and go when they wanted and to have one on one discussions with the City staff and the consultants who were conducting the study. Based on the sign-up sheet at the entrance, approximately 55 people attended the open house.

Information on the study process and objectives were provided through a short video, as well as a number of poster size displays and maps. Public input was received in several ways. Those people who had suggestions on how Rocklin's planned transportation system could be improved were encouraged to describe those ideas by drawing on large City maps that were provided. A questionnaire was also provided to gain public input. It asked what people like and don't like about Rocklin's proposed future transportation system in the General Plan; as well as asking what suggestions people had to improve those plans.

The following summarizes the public comments that were received at the November 5, 1992 open house:

- Comments specific to the study process or transportation system

- Additional thought needs to be put into adding Class I (off-road) bike trails, especially ones connecting to Sierra College and Rocklin's new high school; a Class I bike trail could be built between Pacific Street and the railroad.(4 comments)
- Park Drive should be extended out to Del Mar and Sierra College Blvd. to prevent all traffic in north area from travelling through central Rocklin.(2 comments)
- Freeway overpass at Dominguez is needed.
- Keep major roadways to a minimum in residential areas, but allow some commercial and service industry near residential areas so that services may be obtained without a need for a cross-town trip.(2 comments)
- Would like to see a "boulevard type" connection between Highway 65 and Sierra College Blvd., creating a northern thoroughfare.
- Develop intersections with 4 lanes, such as Rocklin Road at Pacific Street.
- The extension of Argonaut to Del Mar will turn both Argonaut and Mountain View Dr. into a well-travelled shortcut.(2 comments)
- Bicycles seem to play an up front role in this plan; more emphasis on Class II paths is needed. Class I paths are fine for recreational use, but not as an alternate mode of transportation. (2 comments)
- Plan lacks consideration of bicycle/pedestrian traffic, particularly at Rocklin Road under I-80 and Sunset Blvd. at the railroad tracks.
- Future public meetings should include information on future mass transit service from Rocklin to Sacramento, including light rail. (2 comments)
- Plan should include buildout of all areas in Rocklin sphere of influence and keep in mind development in adjacent communities.(2 comments)
- Widen Taylor Road; add a two-way left turn lane at the Post Office to reduce dangerous maneuvering. (2 comments)
- Sunset Blvd. experiences long lines of gravel trucks in the early AM hours and has a lack of U-turns in the northbound direction.
- Should become public policy that consideration of traffic impacts on entire circulation pattern should be addressed at all new subdivision hearings and that if traffic impacts cannot be mitigated the application should be denied.

- What is the plan for the intersection of Farron and 3rd/5th?
- Extend Rocklin Road to Whitney Blvd. (2 comments)
- The Summit development would best be served if Yankee Hill Rd. were used for access; a traffic signal may then be warranted at Yankee Hill/Pacific.(2 comments)
- Additional analysis of Grove Street is required, especially with regard to school crossings.
- Pacific Rd. is congested due to mixed 2 lane/4 lane traffic at various sections.
- Travel Demand Management is a welcome addition to the study; City should contact Placer County Air Pollution Control District to run "alternative transportation model" at intersections that don't meet General Plan LOS standard.
- City should continue to work with S. Placer TMA and Sierra College to implement traffic control measures at the campus to alleviate peak period congestion.
- Plan needs to be more specific regarding residential streets in the old town. New growth has created severe traffic congestion on 2nd through 5th Streets. Development outside of the Central City should share the cost of improvements to these streets that result in additional traffic. Provide safety improvements on 5th Street, such as parking, curb/gutter/sidewalk. (5 comments)
- Re-evaluate LOS C standard for residential streets; it may be too much. (2 comments)
- More access to Pacific Street required.
- Additional and general comments
 - It is good that the City is trying to form a sensible traffic plan that will work both now and twenty years from now; playing "catch-up and leap frog" is equivalent to terrible planning. (9 comments)
 - Stanford Ranch traffic seems to be well planned. (2 comments)
 - In the past, the City has taken a myopic approach to traffic, focusing on small projects without a comprehensive, long range plan; refer to a marked up map and letter to the City Manager dated 19 Aug 92.

- Will this study and the General Plan fit together? Concern is that traffic flow cannot be maintained at acceptable levels as population increases.
- Have not yet seen any plans or alternative solutions. (2 comments)
- Appreciate the opportunity for community input. (8 comments)
- Solicit public input regarding roadway improvements and land use through the use of a map in the local paper.
- Keep developers out of the study process.
- Glad to see a different planning consultant handling this study; is the consultant aware of the planning petition circulated earlier this year? (2 comments)

January 13, 1993 Community Meeting

The second public meeting was held midway through the study process to provide the public with an overview of future traffic conditions/problems that were projected to occur under "buildout" of the General Plan, to review some initial alternatives to address the future traffic problems and to gain public input and suggestions on the alternatives. The meeting was held at the Finnish Temperance Hall with an attendance of about 60 people. The meeting agenda was as follows:

- Meeting Agenda

1. Welcome and Purpose of the Meetings
2. Role of the Facilitator, Recorder and Group
3. Presentations by DKS Associates
 - Summary of the Open House
 - Future Traffic Conditions Under the General Plan
 - Review of Objectives of the Alternatives
 - Alternatives to Address the Traffic Problems
4. Questions About the Presentation
5. What Do You Like About the Alternatives Suggested?
6. What Don't You Like About the Alternatives?
7. What Suggestions Do You Have to Address the Traffic Problems?

8. Next Steps or "Where do we go from here?"

9. Summary of the Meeting

The meeting was moderated by a "Facilitator", and public comments and questions (during items 4 - 7 of the above agenda) were written on large sheets of paper at the meeting by a "Recorder". This process allowed each person to see that their comment was recorded properly. The following is a direct transcript of the Recorder's notes. Additional notes were taken by DKS and City staff during the meeting and, where appropriate, are provided (in italics) to clarify certain comments.

• Questions About the Presentation

- Could we have a verbal description of the proposal in addition to the maps?
- Page 13 - Un-mitigatable road intersections
- What prohibits a widening effort?
- Will the intersection at Rocklin Road and Pacific Ave. (at buildout) be beyond level "E"?
- 3rd and Pacific intersection
 - Discrepancy on handout and wall chart (*Note: Refers to intersections of Sunset and 3rd, and Sunset and Pacific*)
- Is the intersection at Interstate 80 and Rocklin Road un-mitigatable?
- On the level of service map, does that assume that improvements are made? (Page 11)
- Do the totals include regional impacts?
- Will analysis of studies used be available in the library?
- Why didn't you consider a connection with Wickford and Whitney?
- What about the suggestion of widening Rocklin Road to six lanes?
 - How far will that go?
- How many lanes on Rocklin Road will extend to Whitney?
- Page 11 - Are the decisions already made for these roadway additions?
 - Do we have any input?

- Page 11 - What do the numbers mean?
- Page 13 - Are "F" level intersections considered acceptable?
- How do you get your projections for the year 2010?
 - What is your track record for correctly identifying these projections?
 - Are these reliable projections?
- Page 13 - Will "Levels of Service" codes be modified in conjunction with the possible alternatives and reflect the impact of those alternatives?
 - Will Planning Commission discussions enter into this?
- Is there a point of time for the buildout?
- What are the Land Uses based on?
- Does your analysis include the potential costs of development and the sources of funding for this development?
- **What Did You Like About the Alternatives?**
 - Connection from Whitney Boulevard to Sierra College
 - Changes in land use where road changes aren't possible
 - Rocklin Road extension
 - I-80 interchange improvements
 - Connection from Sunset Boulevard to Whitney - page 20
 - Connection from Argonaut to Clover Valley area
 - Most of page 11
 - Through roadway widenings
 - Pages 19 and 20 - those are getting to the heart of the matter
 - Transportation demands - including public transit
 - The way they show congestion

- Freeway overcrossing
- Connection from end of Argonaut to Delmar
- Widening of the streets
- City's inclusion of the community members in this process
- **What Didn't You Like About the Alternatives?**
 - Didn't seem to take into consideration south of 80
 - Don't like idea of more traffic on Clover Valley
 - Proposed extension of Argonaut into Clover Valley
 - Rocklin Road extension
 - Serves no purpose
 - Prefer to follow lights
 - Devastate Paragon Street
 - Spring, historical things will be disturbed with Rocklin Road extension
 - Alternative to Sunset Ranchos doesn't take into account full buildout
 - Whitney - Wickford connection
 - Winding Way too narrow to widen and will dump traffic on Pacific near an intersection with a level of service rating of "F"
 - Analysis of Clover Valley is not even in Rocklin, so how are you planning for it?
 - Need projection of traffic accidents
 - Extension of Rocklin Road
 - What is the problem that warrants this "solution"?
 - Cause - effect analysis of options
 - Doesn't take into account bicycle lanes/trails

- Extension of Rocklin Road
 - Mentioned again, will devastate Paragon
 - Will alleviate some off of Sunset that was built to handle the traffic
- Trying to hook Yankee Hill up to Argonaut
- Streets fronted by residential properties are inconsistent with residential areas and there's a safety issue (referring to Rocklin and Argonaut extensions and road through Clover Valley)
- Dotted lines through residential area on page 13 and road between Pacific Street and Rocklin Road still is level "F" even with the road.
- Dotted line road on page 13 - I was told would not be considered, so I was surprised
- Assumption that nothing can be done to mitigate Rocklin Road and I-80
- Two proposed overpasses
 - What is the purpose?
 - Can't isolate parts of Rocklin
 - Seems an attempt to integrate
- **What Suggestions Do You have to Address the Traffic Problems?**
 - Rocklin Road extension should include railroad overcrossing
 - Plenty of room for two lanes of traffic - Rocklin Road and I-80
 - Paint arrow, right on 80 or straight
 - Paint arrow, left onto 80 or straight
 - Paint arrow, head to West Rocklin
 - Don't have to have fixed left hand lanes
 - Yankee Hill extension good
 - Tie in Argonaut, Lemon Hill and Baltic Circle - gets a little traffic from each area onto Yankee Hill extension
 - City should adopt through town thoroughfares and collectors are inconsistent with residential development
 - Disperse traffic by dispersing development

- All plans that include a "C" level throughout the City so we'd know what infrastructure is needed
- More public transportation
- City staff takes Sunset Rancho studies (conceptual plan and traffic study) and provide it to DKS
- Approaching Roseville mess (like Sunset and Douglas), parkways to get around instead of going through people's front yards
- Put in General Plan how to connect Roseville's bicycle trails with Rocklin
- How much traffic would be created by a regional mall?

March 3, 1993 Community Meeting

The third public meeting was held near the end of the study to provide the public with a summary of evaluation of alternative solutions to address Rocklin's future traffic problems, as well as to gain input from the public on the alternatives and their evaluation. This meeting was also held at the Finnish Temperance Hall and was attended by about 65 people. The meeting agenda was as follows:

- Meeting Agenda

1. Welcome and Purpose of the Meetings
2. Role of the Facilitator, Recorder and Group
3. Presentations by DKS Associates
 - Summary of Past Community Meetings
 - Overview of Future Traffic Conditions Under the General Plan
 - Presentation of Alternative Solutions to Rocklin's Future Traffic Problems
 - Summary of the Evaluation of Alternative Solutions
 - Public Comments on Presentation
4. Public Input on Alternatives
 - What Do You Like About the Alternatives Suggested?
 - What Don't You Like About the Alternatives?
5. Next Step - Planning Commission and City Council Workshop

The meeting was moderated by a "Facilitator", and public comments and questions (during items 3 - 5 of the above agenda) were written on large sheets of paper at the meeting by a "Recorder". This process allowed each person to see that their comment was recorded properly. The following is a direct transcript of the Recorder's notes. Additional notes were taken by DKS and City staff during the meeting and where appropriate are provided (in italics) to clarify certain comments.

Issue Areas A and B

- Clarification Questions:

- Area A: What year is buildout?
- Overpass B-1: How close does that come to Sierra College campus?
- A-3: Would it just require new striping? Would that be extended into Whitney?
- B-3: Is the approach to I-80 going to devastate area businesses?
- B-3: Would that be behind the structures?
- Would B-3 require state and federal funding?
- Could you clarify that projects in the General Plan are not necessarily going to be implemented?
- Are you going to make recommendations, for example A-3?
- What assumptions have you made regarding the growth of Sierra College? And of mass transit?
- A-5: What's the reason for the failure at buildout? How does the high school factor in?
- What are the assumptions of buildout based on?
- What is the ratio of units per acre at Sunset Ranchos?
- What do you like about the alternative projects?
 - Project B-4: The flyway would not infringe on right-of-way and would be low on cost.
 - B-1 will work if we did the ring road around Rocklin.

- What don't you like about the alternative projects?

- Doesn't seem like other considerations were made to deal with Granite Drive - shouldn't assume all will go to Rocklin Road.
- Insurance that those of us who currently live here will not have to pay for future growth.
- Still want pedestrian and bicycle pathway over I-80.
- This *study should be* integrated with southeast Rocklin circulation element.
- Does nothing to solve problem west of I-80 - from east side of Rocklin to west.
- Concerns about potential impact of B-1 on Sierra College campus.
- Should incorporate public transportation.
- Extension of Rocklin Road would draw more people into the area and cause congestion.
- Extension of Rocklin Road will run into Paragon and increase traffic in residential area.
- Concern the way overpass unloads on Sierra College Boulevard.
- Concerned about inter-relationship of different parts of the City.

Issue Area C

- Clarification Questions:

- How can you increase traffic on Argonaut and not increase it on Midas? What are your assumptions?
- What are the effects of C-4 through C-9 on Clover Valley and Rawhide?
- Clarify assumptions regarding at-grade RR crossings.
- Did you consider the time table of trains going through the area?
- Costs of C-1, C-2, and C-3 are the same - seems they should be different.

- What do you like about the alternative projects?
 - C-8 and C-9 will bring traffic out of the back side of Rocklin - could buildout B-2 later and would relieve traffic at Sierra College.
- What don't you like about the alternative projects?
 - The alignment of Yankee Hill coming into Taylor (*Pacific Street*).
 - Don't like the idea of side-cutting into the hill.
 - Induce growth for Clover Valley.
 - Don't like ideas of taking Argonaut all the way through - will increase traffic.
 - Evaluation matrix all appears the same - looks like it's just cost.
 - C-1, C-2, C-4, and C-5 go down to Yankee Hill which forces 2 RR crossings - another alternative would avoid one RR crossing (be aware of changes with Southern Pacific).

Issue Area D

- Clarification Questions:
 - How many cars would go to Sunset Boulevard if you extended Rocklin Road? How many go down the extension of Rocklin Road?
 - Are you recommending that D-6 be eliminated from the General Plan?
 - How can you determine that the alternatives will have more of an impact on one street than another street?
 - Which traffic counts did you use?
 - Isn't Sunset made for traffic? Why are you burdening residential streets with traffic from Sunset?
 - Wouldn't two more lanes on Sunset carry the traffic better than the Rocklin Road extension?
 - What about the impact of Rocklin Road extending over to Auburn-Folsom Road?
 - Could 2000 cars *per day* end up going up Paragon?

- Have they really looked at the impact on smaller roads?
- What do you like about the alternative projects?
 - D-5: One-way couplets.
- What don't you like about the alternative projects?
 - Changes will hurt where our kids are on the smaller roads - Paragon, Topaz, Whitney.
 - D-6 Rocklin Road extension will disturb a cultural resource.
 - Extension of Rocklin Road would not benefit the community at all.
 - Worried about Argonaut connection's impact on Topaz - will increase traffic.
 - Rocklin Road extension will cause traffic to be backed up any time a train comes.

Issue Areas E and F

- Clarification Questions:
 - In the traffic volume table the ring road shows dropping volume down to 40,000 cars on Rocklin Road near I-80 - is this correct?
 - Why would E-3 be opposed by developers?
 - What are the traffic projections for Sierra College with the ring road?
 - Would F-1 and F-2 connect to Sierra College?
 - At the junction of F-1 and Whitney would there be a connection to Wickford? What kind of road?
 - Is figure 24 a combination of all of these projects?
 - Does E-2 induce traffic into Sunset?
- What do you like about the alternative projects?
 - Like concept of the ring road.
- What don't you like about the alternative projects?

- Have some reservations about the ring road.
- Disturbed about problems that could arise if projects are built (exp. E-1). Are ring road assumptions based on a base that is understandable?
- Don't like that Wickford goes from 4 to 2 lanes.
- Ring road brings F-1 into Stanford Ranch.
- Should be a tie-in where F-1 and F-2 come together.
- Doesn't have alternatives of costs and improvements on a map.
- Don't like that traffic doesn't go over to Highway 65.
- Difficulty viewing the big picture when examining ring road.
- F-2 seems strange that it looks like we're planning a road in Loomis.
- Concerned that community input is not reflected in report. Concerned that Highway 65 interchange can't go through unless you have surface roads.

APPENDIX A
Comparison of Traffic Volumes on Selected
Critical Roadway Segments

Table A-1
Comparison of Daily Traffic Volumes on Selected Roadway Segments*

Alternative Project(s) ¹	Rocklin Rd. from Granite to I-80	Granite Dr north of Rocklin Rd	Midas Ave west of Pacific St	Yankee Hill west of Pacific St	Sierra Mdws extension west of Pacific St.	connector to Del Mar Rd west of Del Mar	Argonaut Ave north of Midas Ave	Clover Valley south of Rawhide Rd	Rawhide Rd west of Clover Valley	Pacific St north of Sunset Bl	Pacific St south of Rocklin Rd	Pacific St north of Midas Ave	Pacific St north of Del Mar	Sunset Blvd. west of Pacific St.
Existing ²	21,400	13,200	9,000	100	n/a	n/a	3,000	600	100	18,800	17,400	9,800	8,800	17,800
Year 2010 ³	29,600	19,700	10,600	900	n/a	400	4,000	700	1,300	33,600	29,900	16,300	13,000	29,100
General Plan Roadway Network	49,400	30,500	15,400	1,200	n/a	600	4,400	700	1,400	40,300	33,700	26,600	19,000	34,700
B1	40,300	28,000	15,600	1,200	n/a	700	4,400	700	1,300	40,900	34,000	27,200	18,500	34,600
B2	48,200	29,900	15,800	1,200	n/a	700	4,400	700	1,300	41,000	34,300	27,100	18,900	34,600
B3	37,500	20,800	15,200	1,200	n/a	600	4,400	700	1,400	41,000	33,100	24,200	20,000	35,400
B1/B3	30,200	18,900	15,500	1,200	n/a	700	4,400	700	1,300	41,900	33,200	25,700	19,700	36,900
B1/C8	41,000	28,000	12,100	900	n/a	9,300	5,500	300	1,500	40,200	32,300	22,600	18,500	33,800
B1/C9	41,500	28,300	14,100	1,000	n/a	5,400	3,200	300	1,600	40,600	34,000	26,200	18,200	34,200
C1	49,600	30,400	13,600	3,500	n/a	700	2,900	700	1,300	41,300	33,800	26,900	19,000	34,300
C2	49,300	30,400	14,400	2,300	n/a	700	3,300	700	1,300	41,300	34,400	27,500	18,800	34,400
C3	49,200	30,300	14,200	1,000	n/a	5,600	5,900	700	1,400	40,200	32,100	23,700	19,200	33,500
C4	49,900	30,300	13,200	6,700	n/a	700	2,300	300	1,000	40,500	33,400	26,100	18,900	33,000
C5	50,200	30,400	14,000	5,400	n/a	700	3,200	300	1,200	41,100	33,900	26,800	18,900	33,900
C6	49,900	30,700	11,500	n/a	10,400	100	5,500	300	1,200	40,200	33,100	23,700	19,200	33,200

* Note: Daily traffic volumes of alternative projects assume General Plan buildout development levels, unless otherwise noted

¹ Alternative Projects shown in Figures 10 to 24

² Assumes existing land uses

³ Assumes 2010 development levels

Table A-1 (Continued)
Comparison of Daily Traffic Volumes on Selected Roadway Segments*

Alternative Project(s) ¹	Rocklin Rd. from Granite to I-80	Granite Dr north of Rocklin Rd	Midas Ave west of Pacific St	Yankee Hill west of Pacific St	Sierra Mdws extension west of Pacific St.	connector to Del Mar Rd west of Del Mar	Argonaut Ave north of Midas Ave	Clover Valley south of Rawhide Rd	Rawhide Rd west of Clover Valley	Pacific St north of Sunset Bl	Pacific St south of Rocklin Rd	Pacific St north of Midas Ave	Pacific St north of Del Mar	Sunset Blvd. west of Pacific St.
Existing ²	21,400	13,200	9,000	100	n/a	n/a	3,000	600	100	18,800	17,400	9,800	8,800	17,800
Year 2010 ³	29,600	19,700	10,600	900	n/a	400	4,000	700	1,300	33,600	29,900	16,300	13,000	29,100
General Plan Roadway Network	49,400	30,500	15,400	1,200	n/a	600	4,400	700	1,400	40,300	33,700	26,600	19,000	34,700
C7	50,000	30,900	13,800	n/a	6,100	100	3,200	300	1,300	40,700	33,200	26,800	18,900	34,200
C8	49,400	30,400	11,800	1,000	n/a	9,000	5,900	300	1,500	40,900	33,300	23,000	19,200	34,000
C9	50,000	30,800	13,800	1,200	n/a	5,000	3,200	300	1,700	40,900	33,200	26,000	19,000	34,700
D6**	50,000	30,600	15,700	1,200	n/a	700	4,400	700	1,300	45,700	34,100	26,000	18,700	40,000
E3	49,400	30,400	15,600	1,200	n/a	700	4,400	700	1,400	40,200	33,500	26,700	19,000	34,500
E4	49,400	30,500	15,600	1,200	n/a	600	4,400	700	1,400	40,400	33,600	26,800	19,100	34,500
F1/F2/B1/C8	40,500	27,500	13,000	900	n/a	20,300	3,200	500	700	39,900	32,500	24,200	19,900	32,800

* Note: Daily traffic volumes of alternative projects assume General Plan buildout development levels, unless otherwise noted

¹ Alternative Projects shown in Figures 10 to 24

² Assumes existing land uses

³ Assumes 2010 development levels

** Assumes elimination of Rocklin Road extension from General Plan

APPENDIX B

Methodology for Environmental Constraints Analysis

APPENDIX B

Methodology for Environmental Constraints Analysis

Prepared by
Michael Brandman Associates

INTRODUCTION

The environmental constraints analysis is intended to identify major environmental limitations to the development of a proposed roadway (project) in the North Rocklin Traffic Study. This constraints analysis consists of a methodology, definition of environmental constraints categories, and an environmental constraints matrix. This analysis provides decisionmakers information to narrow the choices of projects, based on potential environmental conditions.

METHODOLOGY

The environmental constraints analysis is based on review of existing documents, maps, and aerials, and a field visit conducted on February 22, 1993. Attending the field visit were planning staff from the City of Rocklin, a traffic engineer from DKS Associates, and a senior project manager and senior biologist from Michael Brandman Associates. The list of material reviewed are provided below:

- Topographic map of Rocklin
- Development Activity Report: January, 1993
- Federal Insurance Rating Maps (FIRM) produced by the Federal Emergency Management Agency (FEMA), (various months, 1990)
- Draft EIR: The Summit (April, 1991)
- Draft EIR: Rocklin Mall (September, 1990)
- Final EIR: Rocklin Mall (March, 1990)
- City of Rocklin General Plan (April, 1991)
- Draft EIR: City of Rocklin General Plan and Stanford Ranch General Development Plan Amendment GPA-90-10 (April, 1992)
- Final EIR: City of Rocklin General Plan (April, 1992)
- Draft EIR: Stanford Oaks (November, 1989)
- Draft EIR: Yankee Hill Estates (September, 1989)
- Clover Valley Lakes General Development Plan (June, 1991)
- City of Rocklin General Plan Map (May, 1992)

- Cavitt Ranch (The Highlands) proposed subdivision maps (received April, 1992)
- Draft EIR: Rocklin Circulation Element Update (April, 1988)
- EIR Addendum: Rocklin Circulation Element Update - Southeast Rocklin Area (December, 1988)
- Final EIR: Rocklin Circulation Element Update - Southeast Rocklin Area (July, 1988)
- Supplemental EIR: Rocklin Circulation Element Update - Southeast Rocklin Area (May, 1992)
- Final Supplemental EIR: Rocklin Circulation Element Update - Southeast Rocklin Area (January, 1993)
- Aerial photograph (for Stanford Ranch, April, 1991)
- Sunset West proposed Zoning Diagram (November, 1992)
- Sunset West wetlands delineation map (received February, 1993)

The environmental constraints matrix in this report provides a synthesis of several issues. Three symbols are used to identify the degree of environmental constraints on the matrix. The symbols reflect conclusions drawn from site visits and document review. The symbols, and their definitions, are presented below:

0 Low Constraints: No/Minimal environmental impacts expected

- Moderate Constraints: possible significant environmental impacts may occur, but are likely mitigable.
- High Level of Constraints: avoidance or mitigation of possible environmental impacts is not likely.

DEFINITION OF CATEGORIES USED IN THE ENVIRONMENTAL CONSTRAINTS MATRIX

The categories used in the environmental constraints matrix were selected based on potential severity of impact and difficulty in mitigation. The matrix provides an overview of potential limiting environmental conditions that could occur with the development of a project. Possible roadway improvement and alignment projects will be refined by the Rocklin City Council upon review of all preliminary information, including the environmental constraints matrix. After selection of roadway projects, an EIR will be prepared to fully assess potential environmental impacts associated with the projects. The categories used in the matrix are defined below:

Degradation to Surface Water Quality

The project would result in degraded water quality due to erosion or sedimentation (construction or long-term), or the substantial addition of pollutants (e.g., urban runoff, oil and grease, and pesticides) into surface water bodies, or both.

Riparian Corridor and Oak Woodlands Removal

Many of the roadway alignment alternatives would cross creeks and pass through oak woodland areas, both of which are considered high value wildlife habitat areas. These locations are particularly sensitive to development because they include a variety of interlocking issues, including the potential for: impacts to fisheries; removal of riparian vegetation which may support sensitive species such as the Valley elderberry longhorn beetle, western pond turtle, and Cooper's hawk, and that serve as wildlife movement corridors; removal of oak trees and oak woodlands which may support raptor nests and numerous upland wildlife species; and jurisdictional issues and regulations such as Section 404 of the Clean Water Act (Army Corps of Engineers), and California Department of Fish and Game Section 1600 Agreements. For this level of evaluation, creek crossing impacts were based on potential road width, surrounding slope, proximity to the roadway, number of required crossings and similar general data.

Removal or Disturbance to Vernal Pools and Associated Wetlands

Several of the projects may adversely affect vernal pools and wetland areas, which support a number of state and federally-listed plant and animal species such as the vernal pool fairy shrimp, California linderiella, Sacramento orcutt grass, Boggs Lake hedge-hyssop, and California tiger salamander. In addition, impacts on these habitat areas fall under Army Corps of Engineers and California Department of Fish and Game regulatory jurisdiction.

Raptor Nest Degradation or Removal

This category reflects possible impacts associated with the direct loss of raptor nest trees, or abandonment of nests adjacent to construction areas during the nesting season, for such species as the red-tailed hawk, black-shouldered kite, Cooper's hawk, great-horned owl, and long-eared owl. In addition, the degradation or loss of grassland areas could impact nesting areas for species such as the burrowing owl, and northern harrier.

Disturbance to Known or Potential Cultural Resources (limited to areas that have been surveyed)

The identification of environmental constraints for cultural resources is based on existing EIR information on the areas of the roadway improvement project under evaluation.

Removal or Relocation of Existing Uses or Approved Entitlements

This category is used to identify projects which would likely involve the removal or relocation of uses. Relocation or reimbursement funds would be required to compensate for property removal (the environmental constraint would, in this case, be identified as moderate).

Exposure of People to a Substantial Increase in Noise Levels

At this level of evaluation, the determination of increased noise level is based on a field visit, and assumptions related to the change in conditions with development of the identified road project (no modeling involved).

Creation of Objectionable Views or Substantial Change in Community Character

Some of the roadway projects could obstruct public views, or substantially change current views in a given area. Examples include the addition of freeway flyovers, a roadway which could result in substantial grading, re-contouring, or earth movement, or other conditions which could permanently change the visual character of an area. In addition, environmental constraints identified in this category include projects which could allow for increased development intensity, or substantially modify current City entrance areas, or similar changes related to activity levels, or community form.

Other

This category is used for other possible environmental impacts not specifically listed in the matrix e.g., loss or degradation of raptor foraging habitat. A full EIR will be conducted on the alternative road projects selected by the City Council at which time issues identified in this category will be evaluated.

APPENDIX C

Methodology and Assumptions for Cost Estimates

APPENDIX C

Methodology and Assumptions for Cost Estimate

This appendix discusses the cost estimate methodology, used to develop a **planning level** cost estimate for each of the alternatives analyzed in this report. In order to estimate such costs, certain assumptions need to be made regarding the type of facility to be built and the unit cost of the materials used in the construction process.

At this point, the alternative projects in this report have only been defined at a **conceptual design** level. That means that mapping and field visits indicate that the projects are physically feasible, but detailed design has not been developed. Consequently, a "planning level" cost estimate has been prepared that provides a reasonable "order of magnitude" cost for decisionmakers to weigh against other issues. A key point is that the planning cost estimate does not include **right-of-way** costs.

Method of Estimating Cost - There are two types of projects to be analyzed. The first is the construction of a new roadway facility or intersection of two new roadways. This type of project requires assumptions to be made regarding the type of road to be built, which in turn determines the width of the road and the structural section required. For the purposes of this study, any road to be analyzed will either be a collector or arterial. The characteristics of these types of roads will be discussed later. These characteristics, along with the length of the new road, will be used to calculate estimated quantities of materials required to construct the facility. These quantities are then multiplied by a unit price for each material and the total cost associated with these quantities will represent the construction cost of the project. A similar process can be used for the second type of project to be analyzed, which is the improvement of an existing road or intersection.

The estimation of the cost to improve an existing facility differs only slightly from the analysis of a new facility. Instead of assuming a type of road to be built, it is assumed that the current type of roadway will be retained. Quantities are determined by estimating the amount of additional pavement or equipment required to achieve the improvement. The same unit prices are used to calculate the construction cost.

Once the construction cost has been determined, additional factors are applied to estimate the costs of designing and managing the construction of the project, construction mobilization, traffic control during construction and a contingency. Each factor is applied to the base construction cost and the total of these, with the construction cost, represents the total estimated cost of the alternative.

The cost estimate of a project, along with the impacts and/or benefits related to traffic and environmental issues will be used to determine if a project is to be included in Rocklin's General Plan. Clearly, the timing of implementing any alternative that is selected is unknown. Therefore,

the cost of a project is given in today's (1993) dollars. Inflation between now and the time any selected project is implemented will affect its ultimate cost.

The costs of construction materials is the major assumption made in this analysis. These unit prices were determined from the cost of these same materials as they were applied to similar projects in the Rocklin area. These items and their assumed costs are discussed below.

Roadway Type and Lane Widths - According to the City of Rocklin's Improvement Standards, collector type streets range in size from 48' to 54' curb to curb, with either 4' or 6' sidewalks on each side (where required). Arterial streets are 72' curb to curb, with 6' sidewalks where required. Industrial roads will be 48' curb to curb with 4' sidewalks. For widening projects, it has been assumed that travel lanes will be 12' wide, left turn pockets will be 11' wide, and exclusive right turn lanes will be 14' wide. Where paved shoulders or bike lanes are required, they will be 5' wide. The cross slope on any vehicle or bike lane will be 2%, while the cross slope on paved shoulders will be 5%. The cost associated with roadway materials not only relates to the width and length of the paved roadway, but also the thickness of the roadway.

Pavement Sections - All roadways will be constructed using a layer of asphalt concrete (AC) over a layer of aggregate base (AB) and in some cases a layer of aggregate sub-base (ASC). By multiplying the thickness of each of these sections by the width and length of the project, the quantity of the given material is obtained. Arterial roadways require a section of 3" AC over 6" AB and 6" ASB; collectors require 3" AC on 6" AB; industrial roadways require 3" AC on 8" AB. The quantities of these materials are calculated in tons. The cost of asphalt concrete is assumed to be \$15/ton and the cost of both aggregate base and aggregate sub-base are assumed to be \$30/ton. Due to the characteristics of the materials used, a conversion factor was used to convert from cubic yardage to tonnage. The conversion factor is 2.1 cubic yards of material to 1 ton. Additional asphalt concrete may be required to overlay existing pavement. This item costs \$2.50 per square foot. The cost of pavement materials is not the only direct cost associated with construction of roadways, however.

Curb and Gutter - All roadways, regardless of classification, will have a curb and gutter on each side of the road. The cost of a 2' wide curb and gutter is assumed to be \$15 per lineal foot or road.

Sidewalks - In almost all cases, a sidewalk will be constructed between the back of the curb and the right-of-way boundary. These sidewalks are typically 6' wide and cost \$4.50 per square foot. Sidewalks are not necessary on long stretches of roadway that connect nearby development but which do not have development for a prolonged length.

Street Lights - According to the City's Improvement Standards, light poles are required at 200' intervals along the roadway, and at least at each intersection. The cost to install a street light and pole includes two parts. First, the poles themselves are assumed to cost \$1,500 to install. Second, the conduit connecting the poles is assumed to cost \$6.00 a linear foot.

Storm Drainage - There are two major types of facilities associated with storm drainage that should be included in the cost estimate; maintenance holes and drainage inlets. At 300' intervals, it is assumed that there will be 2 drainage inlets and 1 maintenance hole. At intersections, it is assumed that there will be 2 maintenance holes and 4 drainage inlets. The costs of these items are approximately \$2,200 per maintenance hole and \$1,200 per drainage inlet.

Other Utilities - Services such as sewer, electrical, water, and cable TV that are not already described in this section, are not included in this cost estimate. The costs associated with these services are assumed to be the responsibility of the various utility companies. One exception is the raising or lowering of existing maintenance holes due to an improvement of the roadway in which they reside. This procedure is done at an estimated cost of \$500 per hole.

Earthwork - Another major quantity to be analyzed is the movement of earth. Cut and fill quantities are determined from 50' interval cross-sections for segments of roadways in areas of extreme topographic conditions. In any roadway project, there shall be at least a base excavation to provide for the pavement section. The cost of earthwork is estimated to be \$15 per cubic yard when large quantities of earth are being moved.

Median Construction - In cases where a raised median is required, such as at intersections and along arterial roadways, the cost is calculated based on the cost of 2 curbs and gutters and a width of sidewalk times the length of the median times the cost of a sidewalk. As a result, the cost of such an improvement varies.

Striping - There are two quantities associated with striping that are included in this cost estimate. The cost of each lane stripe, including edge lines, lane lines, center lines, stop bars, and crosswalks, is estimated to be \$2 per lineal foot. The cost of each pavement marking, such as words and arrows, is estimated to be \$200 per marking.

Other Structures - Facilities required to maintain the continuity of the roadway past obstacles in its path, such as waterways, railroad tracks or ravines, must also be included in the cost estimate. In this study only at-grade railroad crossings are involved; these can be built or modified at an estimated cost of \$300,000. Waterways or ravines can be crossed by either bridges or culverts, depending on the depth of the obstacle. For depths up to 10', a culvert or culverts can be used. The size and cost of culverts varies and is estimated on a case by case basis. Bridge structures are estimated by multiplying the width of the roadway, including sidewalks and an extra 4' for abutments, by the length of the bridge structure plus an additional 10' on each side, times an estimated \$110 per square foot. As a result, the cost of bridge structures varies considerably.

Signal Equipment - At signalized intersections, roadway facility costs also include the cost of the signal. For a new intersection, an estimated \$110,000 is required to fully signalize the intersection. For improvements to an existing signal, an estimated \$33,000 per approach is required.

Other Direct Costs - In addition to the costs of construction, a number of other costs are directly associated with the total cost of the project. These costs can vary considerably, so an estimation must be made based on past experience. The first cost is the cost to plan and design the project and typically costs 18% of the construction cost. Mobilization costs are estimated to be 2% of construction costs, and an additional 20% is assumed for contingency.

APPENDIX D
**Letters Received During Community
Involvement Program**

TERRANCE E. LOWELL
Engineering & ASSOCIATES, INC.
& Management Consultants

4230 ROCKLIN ROAD / SUITE 1-A / P.O. BOX 117 / ROCKLIN, CALIFORNIA 95677 / (916) 624-0685 / FAX (916) 624-0529

March 10, 1993

David Woltering
Senior Planner
City of Rocklin
P.O. Box 113
Rocklin, CA 95677

RE: Sunset West, North Rocklin Traffic Study,
DKS's Information at the March 3, 1993 Public Meeting

Dear David:

I am writing this letter as the engineer for the Sunset West project.

We studied extensively various proposed street alignments within Sunset West when we were doing the conceptual planning for the project and that is why we settled on the street system shown on the tentative map; this street system is DKS alternative E2. Our street system serves the traffic needs of the area (as forecasted by Omni-Means), and causes the least impact to Pleasant Grove Creek. The DKS alternative E3 will cross Pleasant Grove Creek on an angel causing more damage to the creek, require more and longer bridges, and cost more.

I request that the city accept alternative E2 and reject alternative E3 and allow the Sunset West project to proceed as explained more fully below.

SUNSET WEST HELPS THE AREA

John Long, DKS, said that the Sunset West area was not a part of the problem in central Rocklin, i. e., Sunset West is not a part of the problem the City is trying to solve. Sunset West is a part of the solution. Sunset West will provide two badly needed street connections to Highway 65 and pay over 12 percent of the total cost of all four Highway 65 interchanges. In fact Sunset West owners have already prepared a Project Study Report for the improvements to the Blue Oaks interchange that will allow Rocklin and Sunset West traffic to connect directly to Highway 65. This connection will alleviate traffic congestion at the Stanford Ranch Road/Sunset Boulevard intersection and at the Sunset Boulevard/Pacific Street intersection.

SUNSET WEST STREET SYSTEM IS BEST FOR THE AREA

DKS shows a northern Ring Road of which alternative E3 is one segment. This alternative does not benefit the west Rocklin area or Sunset West. In fact, I think the opposite is true for west Rocklin. Traffic from the east portion of the Sunset Ranchos and north area of Landmark property should not be brought down through Stanford Ranch and Sunset West and out to the Blue Oaks interchange. Provide a direct connection from Sunset Ranchos out to Highway 65. Move the traffic out to the state highway and not through Stanford Ranch and Sunset West. You can connect the Ranchos to Stanford Ranch with collector and minor residential streets to serve local traffic, but traffic that is destined for Highway 65 should not come through Stanford Ranch and Sunset West. Alternative E3 duplicates existing problem street patterns in central Rocklin by funneling traffic destined for Highway 65 through residential areas.

The east portion of the Ring Road, alternatives F2, C5, and B1 benefit central and eastern Rocklin. This alternative allows eastern Rocklin traffic to have direct access to Taylor Road and Interstate 80. John Long pointed out that this benefit is due to alternative B1 and not the E3 alternative. The Ring Road alternative does not benefit west Rocklin or Sunset West.

ALTERNATIVE E3 IMPACT TO PLEASANT GROVE CREEK

To illustrate the impact to Pleasant Grove Creek we prepared two alignments for alternative E3 within Sunset West, copies are attached. The concept plans also show the Sunset West street system (DKS alternative E2) and the 100-year flood plain. One concept is with 1,750-foot centerline radius curves. The other concept is with 2,000-foot radius curves, the city standard for 84-foot and 110-foot right-of-way width.

The 1,750-foot radius provides 55 mph design speed at a negative 2 percent superelevation. This alternative is close to the city standard, meets accepted engineering criteria and allows a tangent between the two curves.

The 2,000-foot radius alternative meets city standard but uses reversing curves.

Both of these alternatives negatively impact Sunset West. As contrasted to the Sunset West street system both alternatives do the following:

1. The West Oaks Boulevard extension diagonally crosses Pleasant Grove Creek at a location close to Sunset Boulevard.
2. The West Oaks Boulevard extension provides almost no area above the road crossing for a storm water detention basin. We would have to design a separate detention basin dam at a downstream location, probably in the location of our proposed Lonetree Boulevard. A separate detention dam would be an additional structure in Pleasant Grove Creek.

David Woltering
March 10, 1993
Page 3

3. The east/west road along the Sunset West north boundary must cross Pleasant Grove Creek to connect to the West Oaks Boulevard extension, this is a new creek crossing.
4. The intersection of the east/west road with West Oaks Boulevard extension is located 1500-feet from the Sunset Boulevard/West Oaks Boulevard intersection in accordance with City standards. This intersection is within the Pleasant Grove Creek 100-year flood plain; this will require extra embankment in the creek at the northwest corner.
5. The West Oaks Boulevard extension crosses the Pleasant Grove Creek Tributary, this is a new creek crossing.

REQUEST

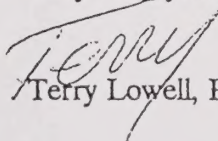
The E3 alternative will require two more crossings of Pleasant Grove Creek and an additional stormwater detention dam. We considered all of these factors when we did the initial planning for Sunset West. Because of the additional impact to Pleasant Grove Creek and cost, we rejected the E3 alternative and we ask that you do too.

If the City adopts the E3 alternative, the City should not require Sunset West owners to pay the additional cost; the City should pay the additional cost.

Remember "a bird in the hand verses two in the bush" benefit, the Sunset West project is ready to build the Sunset West street system, but not alternative E3.

I request that you reject alternative E3 and accept the Sunset West street system, alternative E2.

Very truly yours,

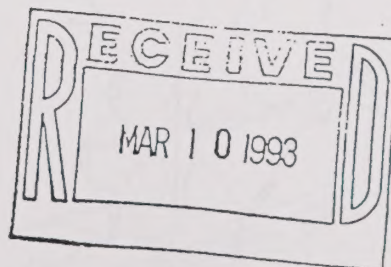

Terry Lowell, P.E.

Enc

TEL:kl

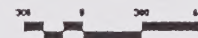
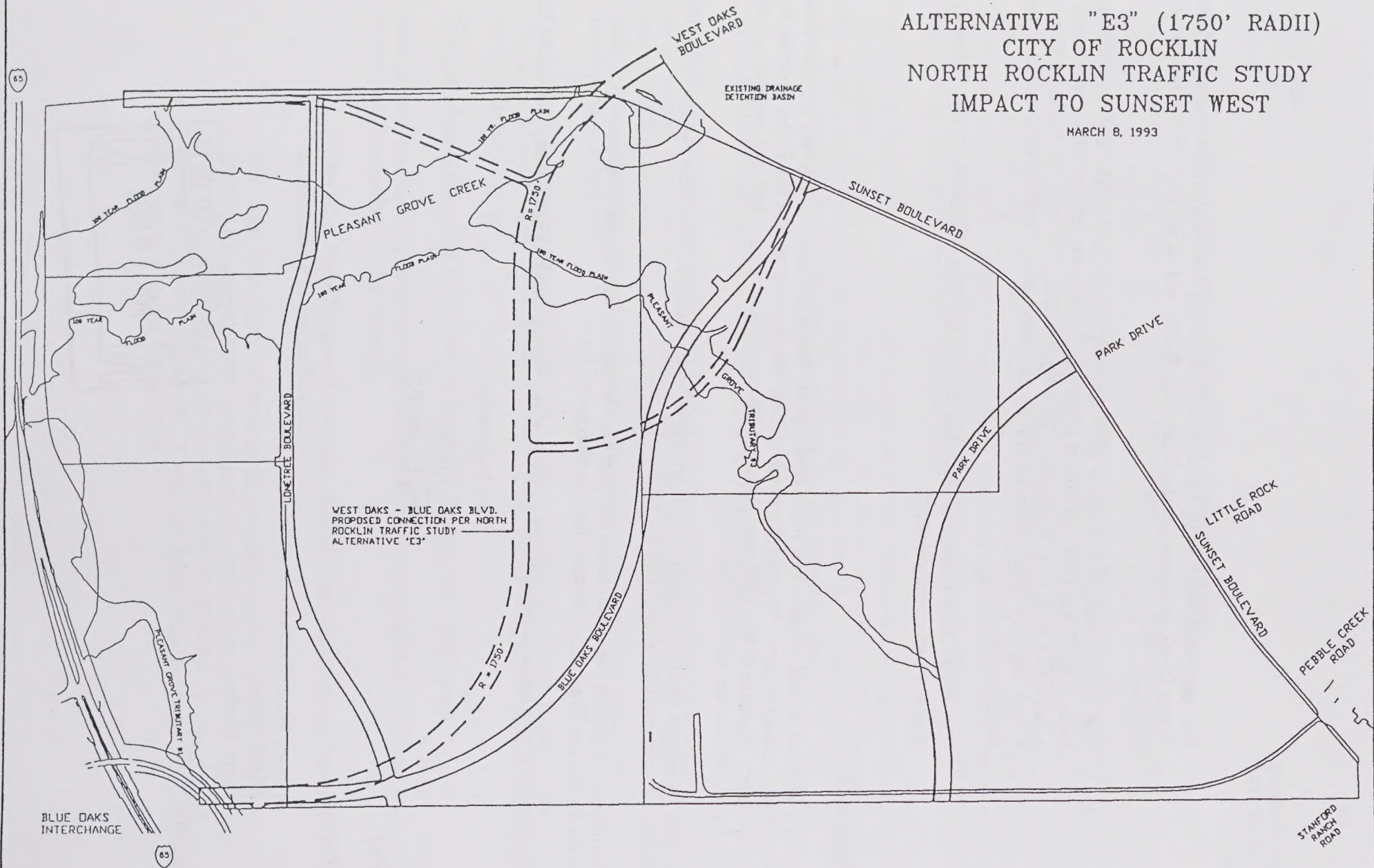
c: Sunset West Owners
David Wade
Steve Black

53.043/91007



ALTERNATIVE "E3" (1750' RADII)
CITY OF ROCKLIN
NORTH ROCKLIN TRAFFIC STUDY
IMPACT TO SUNSET WEST

MARCH 8, 1993

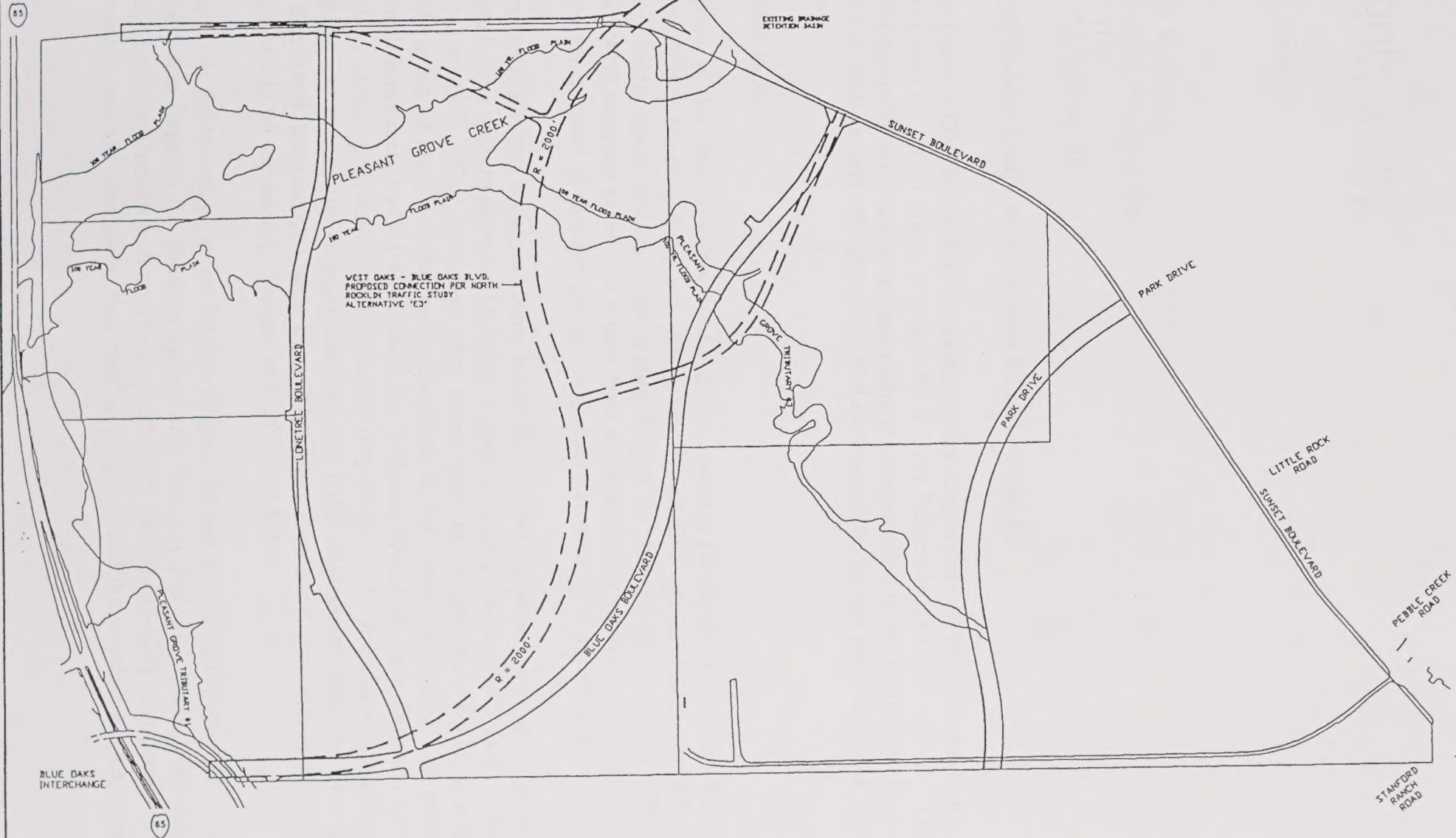


TERRANCE E. LOWELL
Engineering & ASSOCIATES, INC.
A Engineering Consultants

4130 ROCKLIN ROAD, SUITE 1-A
P.O. BOX 117 / ROCKLIN, CA 95477 (916) 814-0448

ALTERNATIVE "E3" (2000' RADII)
CITY OF ROCKLIN
NORTH ROCKLIN TRAFFIC STUDY
IMPACT TO SUNSET WEST

MARCH 8, 1993



TERRANCE E. LOWELL
Engineering & ASSOCIATES, INC.
4730 ROCKLIN ROAD, SUITE 1-A
P.O. BOX 117 / ROCKLIN, CA 95477 (916) 814-0485



March 10, 1993

Mr. David Woltering
City of Rocklin, Planning Dept.
P.O. Box 1138
Rocklin, CA 95677-1138

RE: North Rocklin Traffic Study Project E2 and Project E3

This letter presents OMNI-MEANS response, representing the Sunset West Owners Group, to the proposed E2 or E3 alignments with Blue Oaks Boulevard in Issue Area E. This letter addresses both our concerns as they relate to transportation issues relative to the two alignments as well as potential geometric and environmental factors associated with each alignment.

Transportation Issues

Upon review of the literature provided by DKS Associates for the North Rocklin Traffic Study Community Meeting (March 3, 1993), OMNI-MEANS agrees that Project E2, as stated, will better serve western Rocklin than Project E3 through the year 2010. What OMNI-MEANS does not agree with is that, from a transportation point of view, Project E3 would provide a better circulation system for northern Rocklin as it approaches buildout.

The community meeting handout clearly states that Project E2 would provide "improved circulation for the western portion of Rocklin compared to the roadway system in Rocklin's circulation system". The document also states that this alternative "would provide acceptable levels of service at the key intersections in the Sunset West area". A traffic impact analysis prepared by OMNI-MEANS for the Sunset West Plan Area (January, 1992) verifies this statement. Based on modeled traffic projections similar to buildout projections presented in the community meeting handout, this traffic assessment indicated that the Sunset Boulevard intersections with both West Oaks Boulevard and with Blue Oaks Boulevard would be expected to operate at LOS "C" or better.

The case made for selecting Project E3 over Project E2 was simply that Project E3 would "eliminate some 'jogs' in the roadway system and thus may provide a better circulation system for northern Rocklin as it approaches buildout". OMNI-MEANS' interpretation of this statement was the identified "ring road" concept around the western, northern, and

eastern portions of the City of Rocklin. Only one potential concept was presented which involved Projects E3, F1, F2, C5 (or C6), and B1. A review of Table A-1 in the document indicates that the "ring road" alternative, as presented, would provide no significant benefit to the Stanford Ranch/Sunset West areas in West Rocklin. The apparent benefit would be to east and central Rocklin due to the Project B1 alternative in combination with the F2 and C5/C6 alternatives. This alternative allows better access to Taylor Road and Interstate 80 for the Clover Valley, Landmark and Yankee Hill areas and reduces traffic volumes on Rocklin Road. As pointed out in the community meeting, the Project E3 Alternative provides no direct benefit within the "ring road" concept.

The document also stated, but provided no additional information, that "other combinations and/or alignments for this type of concept are possible since most of this area is undeveloped". The "ring road" concept involving Project E3 would encourage increased traffic bound to Route 65 from North Rocklin Road and the Sunset Ranchos area through residential areas in Stanford Ranch and Sunset West located off of West Oaks Boulevard and Blue Oaks Boulevard. A more logical travel path for traffic bound to/from North Rocklin and the Sunset Ranchos area would be a direct connection to the planned Whitney/Route 65 interchange. This route would not only potentially decrease traffic through the West Oaks/Blue Oaks area but would also be more consistent with a "ring road" concept around the City of Rocklin.

The circulation evaluation as presented in the document, also does not address the circulation benefits of the direct connection from West Oaks Boulevard over State Route 65 into the City of Roseville. Though identified by Caltrans as a future direct connection between the two cities, this was not included as a part of the area-wide circulation system evaluation and we believe it is an important job/housing link for this area.

Geometric Constraints

The E3 Alternative proposes to connect West Oaks Boulevard at Sunset to the Blue Oaks interchange. OMNI-MEANS has studied this alternative in the preparation of the application for a General Development Plan for the Sunset West project. The current City design standard for an arterial of this size is to provide a minimum road radius of 2,000 feet. In our review, we discovered that in order to accomplish this design, the two roadway segments would meet at a reverse curve in the center. Given these restrictions, the City



Mr. David Woltering
March 10, 1993

Page 3

would need to either modify their current design standards or accommodate this reverse curve situation. In either case, it would create a deviation from standard design.

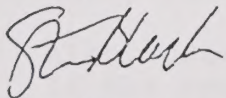
Environmental Constraint

The E3 Alternative with the 2,000 foot radius or a more conservative 1,750 foot radius design standard will create an alignment where the roadway will traverse down the bed of Pleasant Grove Creek. The E2 Alignment was designed to minimize entering these wetlands areas. Adoption of the E3 Alignment will cause an increase of wetlands to be disturbed above the impacts of the E2 Alignment. We believe this is a severe environmental impact that could be avoided by adopting the E2 Alignment. Adoption of the E3 Alignment will require greater review by the California Department of Fish and Game, the Army Corp of Engineers, and the Regional Water Quality Control Board.

We appreciate this opportunity to respond to the North Rocklin Traffic Study. Based upon the extensive studies we have performed on this area and, specifically, the E3 Alternative, we recommend the E2 Alignment and request that it be adopted as the preferred or only alignment at the March 30, 1993 meeting. Please feel free to give us a call to discuss these issues further.

Sincerely,

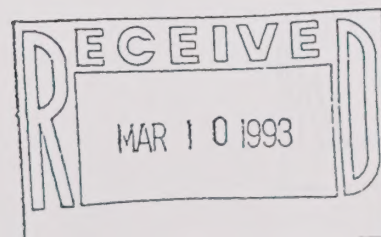
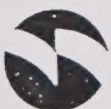
OMNI-MEANS, Ltd.
Engineers & Planners



Steve Black
Vice President
Project Management

SB:llt (21-7097-03.LT1)

cc: Sunset West Owners



MEMORANDUM

Date: March 9, 1993

TO: DKS Associates, c/o Rocklin Planning Dept.

FROM: Peter W. Hladek
3670 Argonaut
(916) 624-0141

SUBJECT: Comments on March 3, 1993 Meeting

Pursuant to the instructions at the meeting, I am responding to the proposals discussed on March 3.

Overall Concerns

I have the following concerns about the propriety of authorizing a level of service "C" on all Rocklin roads:

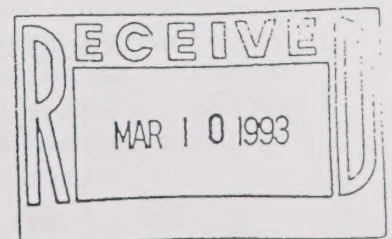
Because a road may be able to carry more traffic, is it always in the best interest of the community to substantially increase the traffic to the maximum level?

Does the fact that the subject road traverses a residential neighborhood with single family residences fronting it have any bearing?

What about topography; straight, flat roads as compared to hilly terrain with curves?

Also, does the predominate speed of vehicle traffic matter. If the speed is already too fast for the roadway, what happens when the traffic is increased?

Are any provisions for amended traffic plans being made in case the proposed mall is moved to a more appropriate location such as between the highway 65 bypass, highway 65, and the Roseville border?



Argonaut Avenue Concerns

As a resident of Argonaut Avenue, I have a major interest in the Project "C" section of your report.

My concerns are as follows:

1. The traffic on Argonaut already moves too fast for the road's placement and terrain. Additional traffic demands will exacerbate the conditions of excess speed, the failure to heed stop signs, and the problem of vehicles travelling in the bicycle lanes through the blind curve and hill at La Paloma.

Two vehicle and one vehicle/pedestrian accident have already occurred on this curve. I suggest one of your engineers spend some time observing the vehicle traffic on this curve before making any presentations to the planning commission or city council.

2. Any proposal to decrease traffic on Midas at the expense of Argonaut pits neighborhood against neighborhood. Heavy consideration must be given to those alternatives relieving traffic on both streets.
3. The blind curve at La Paloma already is a problem for residents fronting Argonaut in their attempts to back out of their driveways.
4. This is a family neighborhood with numerous children playing, riding bikes, and walking to school. With the curve at La Paloma, one must not only look but also listen for vehicle traffic before attempting to cross the street. Additional traffic will increasingly put our children's lives in jeopardy.
5. Rocklin Police have stated that motorists are allowed 10 mph over the posted speed limit before enforcement. Increased traffic in residential areas with this policy will only create additional safety problems.
6. Proposals that provide "cut throughs" should be abandoned. According to the public press, Roseville has had numerous problems with roadways constructed to be used as "cut through" routes.
7. Rocklin needs those proposals utilizing traffic corridors without fronting residences which will preserve neighborhood ambiance and safety, while providing an appropriate level of traffic circulation.



Fehr & Peers Associates, Inc.
Transportation Consultants

775 Sunrise Avenue
Suite 140
Roseville, CA 95661
916 773-1900
FAX 916 773-2015

March 10, 1993

Mr. Terry Richardson
City of Rocklin
3970 Rocklin Road
Rocklin, CA 95677

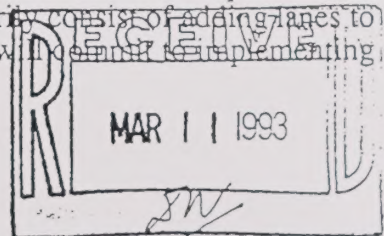
Dear Terry:

Our client, Stanford Ranch, Inc., has asked Fehr & Peers Associates to review the North Rocklin Traffic Study which was distributed at the March 3 community meeting. Here are our comments.

The traffic report considers both year 2010 and buildout conditions, yet focuses more on buildout conditions. We presume that this is because the study found that all but one intersection in Rocklin will operate at acceptable levels of service through 2010. The finding that the City's transportation system is expected to have only one problem in year 2010 should not be overlooked or downplayed. In fact, the City should be commended for their forethought in ensuring that the transportation system continues to operate at high standards even after a doubling of population over the next twenty years.

The study finds that under buildout conditions several roads and intersections will need to be improved, and that new roads will be needed. We do not disagree with this finding, but the finding needs to be put into the proper perspective. According to the report, Rocklin's General Plan contains a far greater supply of non-residential land compared to residential land. Whereas the population is expected to reach buildout levels in 2025, retail, office and light industrial uses are not expected to reach buildout levels until 2050, 2035, and 2120, respectively. So what does this mean? First, it means there is an over-supply of non-residential uses in the General Plan, particularly commercial and light industrial uses. Second, it means that traffic findings for buildout conditions are unrealistic because they represent a non-market based set of land uses which combines a 35 year supply of housing with a 50 to 130 year supply of retail and employment. Third, exponential advances in technology will continue to dramatically affect and alter our lives (including travel behavior) so that it is futile to plan beyond the next 30 or 40 years. This is not to say that traffic impacts and roadway needs under buildout conditions should not be studied, but buildout should not be over-emphasized and cause unjustified concern, and should be used only to help identify possible new roads for which to maintain or obtain right-of-way, and to identify possible modifications to the land use element of the General Plan.

According to the report, all intersections and roads in Stanford Ranch will operate at acceptable levels of service under 2010 conditions, and all but three intersections (Stanford Ranch Road/Park Drive, Stanford Ranch Road/Sunset Boulevard, Sunset Boulevard/West Oaks Boulevard) will operate at acceptable levels under buildout conditions. The improvements required to bring those three intersections up to standards primarily consist of adding lanes to the intersections. Stanford Ranch, Inc. has indicated that they will commit to implementing these improvements when they are required.





Mr. Terry Richardson
City of Rocklin
March 10, 1993
Page 2

The traffic study identifies a "ring road" alternative around the western, northern and eastern portions of the City. Figure 24 shows this road as West Oaks Boulevard in Stanford Ranch. Stanford Ranch, Inc. has indicated that they will commit to maintaining the right-of-way on West Oaks Boulevard as will be identified in the next phase of the study.

Stanford Ranch, Inc. has proposed a General Plan Amendment (GPA) for Phase 4 of Stanford Ranch which would convert 210 acres of light industrial uses to a combination of residential and commercial uses. We understand that until now the City has been reluctant to support the GPA because of traffic concerns; however, we believe that the findings of the traffic report removes these traffic concerns for the following reasons:

1. The GPA results in no change in traffic generation.
2. The GPA better balances the supply of residential versus non-residential uses. It increases the supply of residential land by 2 years (from 35 to 37 years), and it decreases the supply of light industrial land by 35 years (from 130 to 95 years).
3. The traffic report finds that under 2010 conditions all intersections will operate at acceptable levels of service except the intersection of Rocklin Road/Pacific Street. The Phase 4 GPA will have no effect, negative or positive, on this intersection.
4. Under buildout conditions, the roads in Stanford Ranch will have ample capacity (with the exceptions that can be improved as previously noted). The major problem areas under buildout are situated in the center of Rocklin at locations such as the I-80/Rocklin Road Interchange, Rocklin Road, Granite Drive, and Pacific Street between Rocklin Road and Midas Avenue. Because Phase 4 GPA results in no change in traffic generation, these facilities will not be negatively affected.
5. The Phase 4 GPA will not only accelerate the construction of a portion of the \$59.5M "ring road", but it will also accelerate the collection of traffic fees through development of the adjacent land.

In conclusion, Stanford Ranch, Inc. is committed to implementing the improvements in Stanford Ranch as specified in the North Rocklin Traffic Study to support buildout of Rocklin's General Plan. However, we believe that the City should first focus on a 20-year planning horizon which is typical in other cities and which meets CEQA guidelines. Finally,



Fehr & Peers Associates, Inc.
Transportation Consultants

Mr. Terry Richardson
City of Rocklin
March 10, 1993
Page 3

we believe that all previous traffic concerns regarding the Phase 4 GPA have been removed by the findings of the study because of the improved overall balance of residential/non-residential uses and because the GPA results in no change in trip generation.

Sincerely,

FEHR & PEERS ASSOCIATES, INC.

Alan D. Telford, P.E.
Principal

cc: Larry Kelley
Sandy Shulman

932-282

KD Anderson

Transportation Engineers

March 10, 1993

Mr. David Woltering
CITY OF ROCKLIN - PLANNING DEPARTMENT
3970 Rocklin Road
Rocklin, CA 95677

RE: QUESTIONS REGARDING THE NORTH ROCKLIN CIRCULATION STUDY

Dear Mr. Woltering:

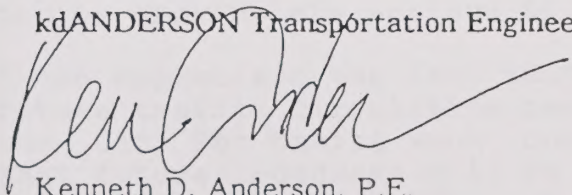
As suggested at the public meeting last week concerning the North Rocklin Circulation Study, we would like to submit the following three questions.

1. Are back-up materials describing intersection volumes, assumed geometrics and LOS calculations available for review?
2. What traffic volumes are forecast for the two new I-80 overcrossings, B1 and B2?
3. What traffic volumes are forecast for Sierra College Boulevard under the Base Condition?

Thank you for the opportunity to comment on this study. Please feel free to contact me if you have any questions regarding these issues.

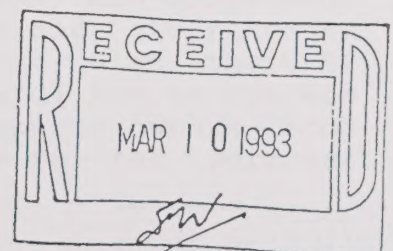
Sincerely yours,

kdANDERSON Transportation Engineers



Kenneth D. Anderson, P.E.
Principal

cc: Ron Brunswig, George Phillips



March 8, 1993

Terry A. Richardson
Community Development Director
City of Rocklin
Community Development Dept.
P.O. Box 1138
Rocklin, CA 95677

RE: City policy affecting lands adjacent to North Rocklin
Traffic Study Improvements

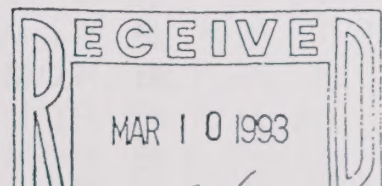
Dear Mr. Richardson:

I would appreciate it if the following request could be included as part of the public response that you are preparing for the March 30, 1993 meeting with the City Council and Planning Commission regarding the North Rocklin Traffic Study.

Currently, the City of Rocklin Planning and Engineering Departments are taking the position that undeveloped property adjacent to potential future roadway improvements, like the (B2) Highway 80 overpass proposal, cannot be developed at this time because City Staff does not know the extent of right-of-way needs in locations such as the Granite Drive extension and/(B2) overpass proposal.

I currently own approximately (7.8) acres at the intersection of Granite Drive and Sierra College Blvd., Assessors Parcel Nos. 045-042-31, 045-042-40, and 045-042-41. Recently I received an offer from a developer to purchase a portion of my property, and the developer, while doing due diligence, met with David Woltering and Archie Moosakhanian of the Planning and Public Works Departments, respectively. At this meeting, these Staff members outlined the policy that it would be impossible, now and for an uncertain period of time in the future, for them to process any development proposal on my property without recommending denial because they are unable to identify the right-of-way needs the City may wish to retain for the future. Therefore, I cannot sell my property or develop it for an unknown period of time if this policy persists. Consequently, the City of Rocklin is holding my property, and myself, "hostage" by not taking appropriate actions to identify such right-of-way needs.

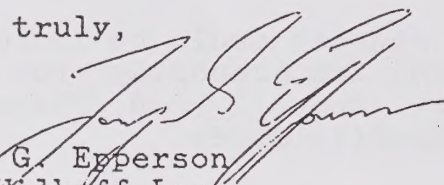
I can appreciate the fact that the City of Rocklin must plan for future traffic circulation needs and improvements, and compliment the City for taking such comprehensive action and study now so that future roadways will be better for all of us as the City grows. However, the City should be very careful not to operate in a "policy vacuum", which damages private property owners from utilizing the economic value of their property for the purposes for which the property is currently zoned.



It is mandatory, as well as fair, to expect that the you, as the City Development Director, the City Council, and the Planning Commission, direct the various staff departments to immediately resolve their needs on those undeveloped properties where development proposals are ready for submittal. I would appreciate your assistance in resolving this matter in the next (45) days so that I, or others, may come forth with development proposals for my property without the fear of having such proposals recommended for denial because of unresolved needs on the part of the City.

I will be contacting you in the near future for a meeting to discuss this very important problem which is substantially affecting my family's economic viability. I can be reached at 791-1373 should you wish to discuss this with me further.

Yours truly,



Larry G. Epperson
6170 Wilhoff Lane
Roseville, CA 95661

attachment

cc: Rocklin City Council
Rocklin Planning Commission

map may or may not be a survey of the land depicted
 You should not rely upon it for any purpose other
 entation to the general location of the parcel or
 s depicted. FIDELITY NATIONAL-TITLE COMPANY
 ssly disclaims any liability for alleged loss or damage
 may result from reliance upon this map."

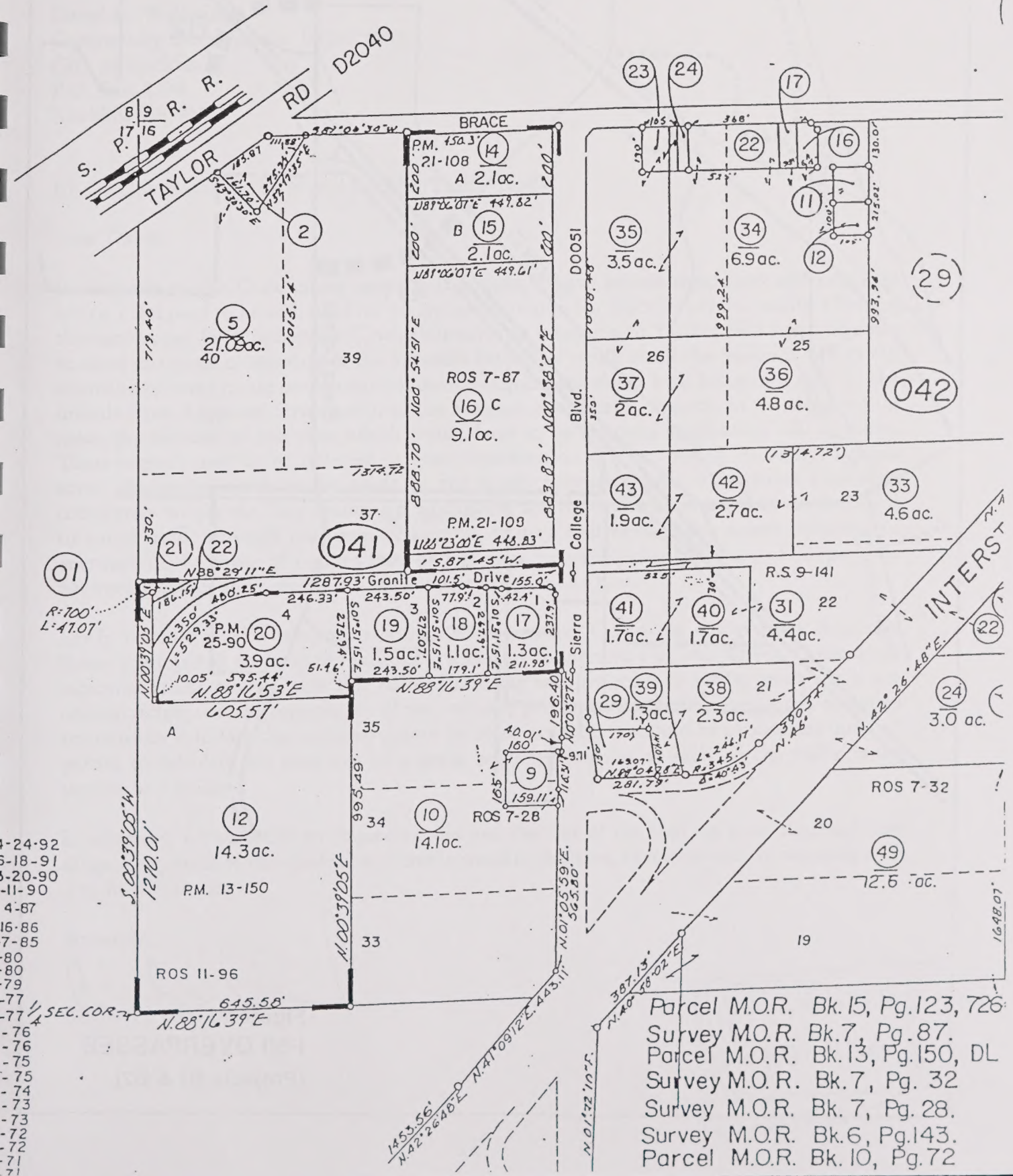
N. 1/2, SEC. 16, T. 11

HIMES TRACT M. O.

Parcel Map M.C.

Parcel Map M.O.

Parcel Map M.O.I



Parcel M.O.R. Bk. 15, Pg. 123, 726
 Survey M.O.R. Bk. 7, Pg. 87.
 Parcel M.O.R. Bk. 13, Pg. 150, DL
 Survey M.O.R. Bk. 7, Pg. 32
 Survey M.O.R. Bk. 7, Pg. 28.
 Survey M.O.R. Bk. 6, Pg. 143.
 Parcel M.O.R. Bk. 10, Pg. 72

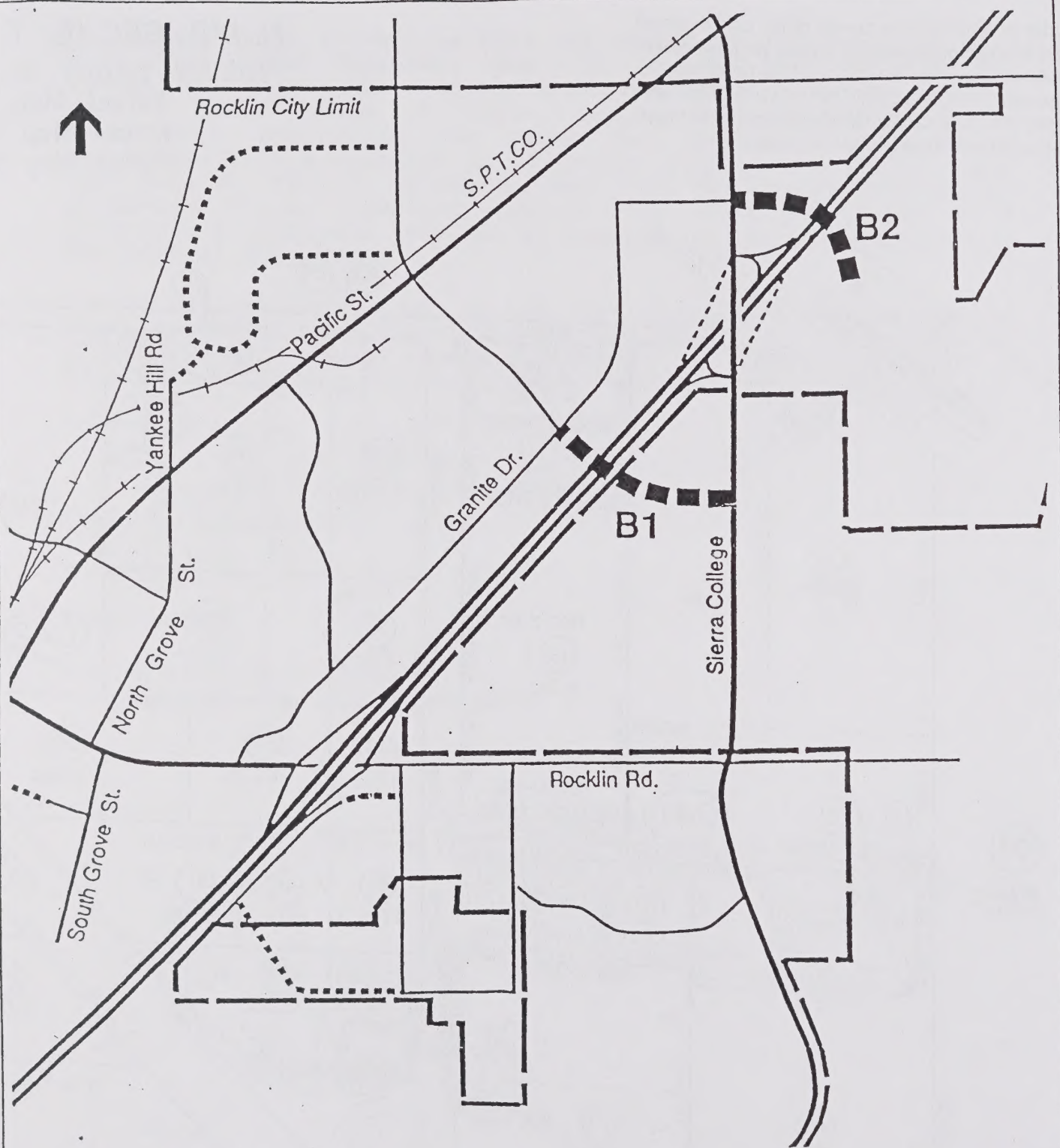
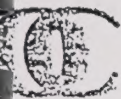


Figure 11
I-80 OVERPASSES
(Projects B1 & B2)



March 8, 1993

David R. Woltering
Community Development Department
City of Rocklin
P.O. Box 1138
Rocklin, CA 95677

RE: Comments to the North Rocklin Traffic Study

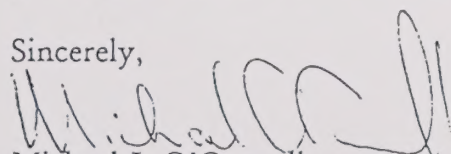
Dear David,

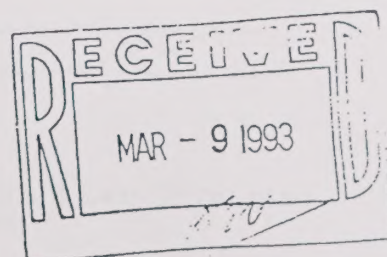
In response to the Community meeting last night, I have several comments and concerns which I feel need to be addressed for future consideration for Rocklin's traffic needs. First the alternatives put forth in Section C, which involve an extension of Yankee Hill Road, all seem to show the route connecting to the Summitt Project. If you'll recall the Summitt EIR called attention to some rather serious environmental impacts associated with bringing a road up the hillside from Argonaut Street north to the Summit. Specifically, impacts to the slope would mean the number of oak trees which would have to be removed approached 100 or more. These impacts need to be reflected in your consideration of this routing. Secondly, I think some distinction needs to be made in the study between traffic alternatives contained completely within the City boundaries of Rocklin and those alternatives which are proposed to route traffic through the town of Loomis. It may well be that the routes projected to encroach in the town of Loomis may be just plain unfeasible due to a lack of cooperation between Rocklin and Loomis on many other issues in the past.

Lastly I would like to call your attention to Alternative C-3 in the study where Argonaut Street is projected to cross the railroad tracks and connect to Del Mar Street. Consultants indicated at the meeting that this railroad crossing was projected to be "at grade". It is my understanding that the topography of the area may preclude an at grade crossing due to design restrictions. If in fact that crossing cannot be made at grade, it should be incumbent upon all parties to calculate the true cost of a grade separated crossing as early in the traffic study process as possible.

In summary I would like to commend you and the rest of the staff on your thorough and diligent approach to the resolution of traffic issues in this area. I look forward to working with you in the future.

Sincerely,


Michael J. O'Connell



March 11, 1993

Mr. Dave Woltering
Planning Director, City of Rocklin
3980 Rocklin Road
P.O.Box 1138
Rocklin, Ca. 95677 (916) 632-4050

RE: NORTH ROCKLIN TRANSPORTATION PLAN

Dear Dave,

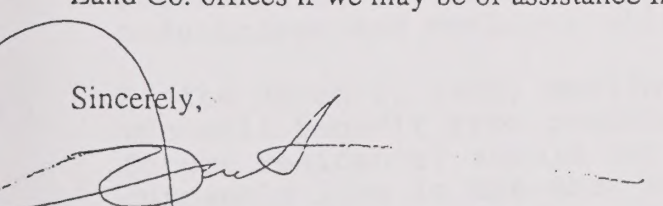
The following letter briefly delineates issues relative to the Stanford Oaks project area as addressed within the NORTH ROCKLIN TRANSPORTATION PLAN. These items may warrant consideration by the City's transportation planning consultant, DKS Associates as the process of presenting a draft document is completed.

In general, the proposal effecting the Stanford Oaks Specific Plan project area (Projects F1 & F2) is consistent with the proposed circulation alignment currently approved within the Stanford Oaks Specific Plan and the Rocklin General Plan Circulation Element with the possible exception of the lane configuration, capacity and access limitations that may be triggered by additional volumes passing through our project site. Additionally, the acquisition of additional Right of Way and the potential impacts to planning area density and intensity within the approved plan should be topics to be addressed in the final report or at the joint meeting of the Planning commission on the 30th. Additionally, the grading implications to the hillsides that the NORTHERN RING ROAD will encounter will be of concern relative to onsite and offsite viewsheds.

Finally, it is assumed that the approved Specific Plan and Certified EIR for the Stanford Oaks project is to be incorporated into the data base for the DKS Associates findings, however the project is not recognized within the main body of the report (other than as Stanford Ranch) or in the presentations thus far.

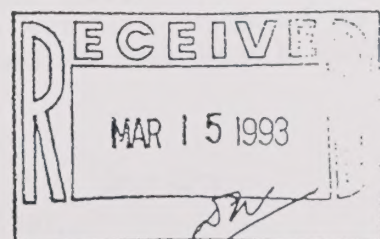
Thank you for your time and please feel free to contact me at (909) 795-8941 in our Landmark Land Co. offices if we may be of assistance in your planning efforts.

Sincerely,



Forrest K. Haag

CC: Kay Berryman, P. Sherman, A. Vossler, files



Forrest K. Haag

LANDMARK LAND COMPANY OF CALIFORNIA, INC., Design & Land Planning
10-410 Roberts Road, Calimesa, California 92320 (909) 795-8941

4675 Greenbrae Road
Rocklin, Ca., 95677
March 18, 1993

Terry Richardson, Community Planning Director
City of Rocklin Planning Department
Rocklin, Ca., 95677

Reference: North Rocklin Traffic Study

Sir:

At the North Rocklin Traffic Study Community Meeting on March 3, 1993, I suggested a pedestrian and cyclist overpass over Interstate 80 at the Rocklin Road/I-80 intersection. This is not a new concept, in that it has been presented at previous meetings, but I would like to point out some positive factors that may or may not have been considered at this time.

These factors are:

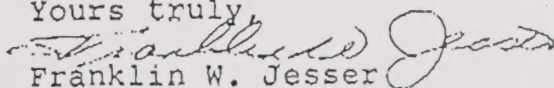
1. Providing an overpass for pedestrians and cyclists would eliminate the need for a walkway under I-80 at this intersection, so additional space would be available for vehicular traffic lanes.

2. At the March 3, 1993, meeting, the possibility of constructing one or more vehicular overcrossings was presented. It would seem logical and feasible to construct pedestrian walkways and bicycle lanes in conjunction with these vehicular overcrossings if the vehicular overcrossing concept is adopted.

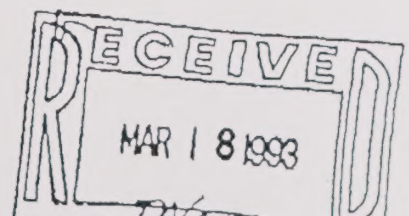
3. Safety would be enhanced. We are currently slated to lose one pathway under I-80 as part of the Southeast Rocklin Circulation Element. As a result of this loss more foot traffic will be funneled onto the remaining walkway. The possibility also exists that cyclists will make use of the walkway rather than mingle with vehicular traffic in the traffic lanes. Provision of an overcrossing that will accommodate both pedestrians and cyclists will alleviate these concerns.

At the March 3, 1993, meeting I reiterated my concern that those who will benefit from proposed changes (e.g., developers and future residents) should pay for them and that those of us who currently live in the area but will not profit from the changes should not be required to fund them. The City Council has allayed this concern in connection with the Southeast Rocklin Circulation Element but I will ask you to keep it in mind as you consider the proposed changes reflected in the North Rocklin Traffic Study.

Yours truly,


Franklin W. Jesser

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Rocklin City Council
Rocklin Planning Commission



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